

## BIG JANUARY

### Mark Down Sale Of Clothing

#### Men's, Boys' and Children's Winter Clothes

Marked way down below cost to close out to make room for  
Spring Goods.

This is a genuine Mark-Down Sale where you can save money  
as we are over stocked with heavy goods.

Also a great line of Men's and Boy's Sweaters, marked way  
down, all sizes.

Don't fail to attend this sale, and save money.

**W. H. FAY,**

3 Congress St., - - Portsmouth.

## GREAT REDUCTION

## Boots

AND

## Shoes

AT

### Pettigrew Brothers'

37 Congress St.

PORTSMOUTH, N. H.

### THOMAS R. SANDFORD, THE TAILOR.

AT BRITTON'S EXPRESS OFFICE,

22 DANIEL ST.

The Finest Line of Woolens for Men's Wear Now Ready.

CUSTOM WORK STRICTLY—REPAIRING AND CLEANSING  
—SATISFACTION ASSURED.

Suits Cleaned \$1.00. ... Trousers 25c.

### THOMAS R. SANDFORD, THE TAILOR.

## SIGNAL MAIL BOXES

For Rural Mail Service --- Prices ---  
\$1.50, \$2.25 and \$2 75 Each.

THESE ARE THE ONLY MAIL BOXES APPROVED BY THE U.  
S. POST OFFICE DEPARTMENT.

### A. P. Wendell & Co.,

2 MARKET SQUARE

### Walden's Market, Vaughan Street.

MEATS,

VEGETABLES,

CANNED GOODS.

GOODS DELIVERED PROMPTLY TO ALL PARTS OF CITY

## MASONIC HONORS

Asked by the Paul Jones  
Club of This City

FOR THE FUNERAL SERVICES OF  
PAUL JONES NEXT APRIL

The Masonic committee of the Paul Jones Club, S. A. R., of this city, consisting of O. L. Frisbee, chairman, W. O. Jenkins, H. A. Massey, C. E. Hodgdon, W. L. Hill, J. K. Bates and F. T. Clarkson, today (Thursday) mailed the following circular to the Masonic fraternity and the grand masters of the grand lodges, A. F. and A. M., of the several states and colonial possessions of the United States:

"Greeting: The late Admiral Paul Jones was a member of our fraternity and a Calvinist in his religious belief. The Paul Jones Club has requested that Brother Paul Jones be buried with Masonic honors, but their request has not, as yet, been granted. We now ask the cooperation of the Masonic fraternity in our endeavors. Masonry is all we claim for it, or it is a great social club, with 'certain signs and symbols.' Let all Masons for themselves, decide what it is, and then advise their congressmen at Washington to request the President of the United States to direct that Brother Paul Jones shall receive the same Masonic honors as the President (a Mason) would be entitled to himself. All the fraternity asks for Brother Paul Jones is a square deal from the President. The teachings of our glorious order do not permit us to enter into any controversy with any one, but the craft should arouse itself to pay proper Masonic respect to the memory of our distinguished Brother Paul Jones, whom Brother 'Lafayette loved.'"

"St. John's Lodge, No. 1, and St. Andrew's Lodge, No. 55, A. F. and A. M., of this city, will hold a lodge of sorrow and unveil the picture of the Houdon bust of Brother Paul Jones, and we earnestly request that every M. W. G. M. shall direct that all the subordinate lodges in his grand jurisdiction pay similar Masonic honors to his memory. Let us forget, our glorious republic owes to our fraternity a debt of gratitude in its struggle for liberty which it will pay (without Masonic honors, unless granted), in part on April 24, 1906. Masonry actuated the spirit of our Revolutionary leaders. It extended from Bunker Hill to Yorktown in links of fraternal patriotism. Not only Paul Jones, the 'Washington of the sea', but the generals, who commanded our forces in the American Revolution, and four-fifths of the signers of the Declaration of Independence, were Masons. Its principles were woven into the warp and woof of our constitution."

"Brethren, as long as a grateful republic will cherish the immortal names of Paul Jones and other Revolutionary heroes, just so long will our Masonic posterity wonder why Brother Paul Jones was not buried in 1906 with Masonic honors. This is our inheritance. Let us perform our trust so that our Masonic posterity will point with pride, not only to the patriotism of the Masons of 1776, but the fraternal gratitude of the Masons of 1906. Let us, brethren of the mystic tie of 1906 in fraternal gratitude to our brethren of 1776, write upon the Masonic tablet of time that we, as Masons, in our generation, did fulfill our obligation to Brother Paul Jones, the 'trusted friend' and 'valued associate' of Brothers Franklin and Washington, and are grateful to Gen. Horace Porter for the opportunity to pay these Masonic honors to his memory."

## SUPERIOR COURT

Civil Cases of More or Less Interest

In the superior court at Exeter, on Wednesday morning, the jury in the case of Perley Gardner, administrator of Marie L. Lyford, vs. Clara M. Pike, administratrix of Martha W. Sanborn, returned a verdict in favor of the defendant.

A bequest was then made on a suit for \$300 brought by George H. Waugh of Derry against the Boston and Maine railroad. Mr. Waugh claimed that his dog was killed by a

train of the defendant company, but the case was taken from the jury by Judge Wallace. The plaintiff was represented by E. B. Weston of Derry, while John W. Kelley of Portsmouth represented the railroad.

The case on in the afternoon was a suit brought against Ralph S. and Joseph F. Haley of Newfields by John A. Williams of that town for personal injuries. The defendants are the proprietors of the Elm House at Newfields. Eastman, Scammon and Gardner and E. L. Guptill appeared for the defense and Arthur O. Fuller for the plaintiff.

## WIRELESS IS POWERLESS

Station at Boston Navy Yard Obligated to Shut-Down

On account of the twenty-four per cent. reduction in the monthly allowance of the yards and docks department of the Boston navy yard, the wireless station located there will have to cease operations between the hours of eight o'clock in the morning and four o'clock in the afternoon unless provision is made to receive power from some source outside the big plant which in the past has supplied the station.

That the power plant shall shut down operations during those hours has been ordered by the government, and the numerous shops which have had their machinery run heretofore will have to close.

There is much indignation at the wireless station over this new turn of affairs. Numerous experiments are under way, and the order to cut down expenses ends these matters.

The curtailment is due to the action of Congress in holding up the deficiency bill, which carried items for the yards and docks department.

## SOUTH ELIOT

South Eliot, Feb. 1.

The funeral services of Mrs. Margaret Spinney, widow of Simon F. Spinney, occurred from her late home on Monday afternoon, Rev. Mr. Goss of York officiating. The deceased is survived by two sisters, Mrs. Georgie Colby of Portsmouth, at whose home her death occurred, and Mrs. Wendell, also of Portsmouth, and an adopted daughter, Mrs. Brewster, who resides in Massachusetts. Mrs. Spinney went to the Cottage Hospital in Portsmouth for treatment some months ago, but received no permanent benefit from the operation performed. Interment was in the family lot under the direction of H. W. Nickerson.

The Ladies' Circle connected with the Advent Church met this afternoon with Mrs. Albert Hurst.

Louis, Swartz of Kittery was calling on friends in town Sunday.

Mr. and Mrs. Herbert H. Foss visited his parents in Rollinsford recently.

Miss Alice Dixon attended the military ball in Durham on Friday afternoon last.

The W. C. T. U. held its meeting with Mrs. Harry L. Staples last Friday afternoon.

Mrs. S. A. Pickering is passing several weeks in Portsmouth.

Wilmot E. Spinney, who is employed in Boston and vicinity in the asphaltum business, has been passing a week with his family in town.

The Ladies' Whist Club spent a most enjoyable evening with Miss Lizzie M. Remick on Tuesday last.

Miss Josie B. Staples is acting as bookkeeper at Prince's market, Kittery, while Miss Blaisdell has a vacation.

Miss Laura V. Dame gave a solo at the teachers' institute at Kittery on Wednesday.

Mrs. George B. Wallace of Portsmouth visited her parents Wednesday.

Mr. and Mrs. Edwin F. Staples, whose marriage occurred a short time ago, are now occupying one of the tenements in the Tobey house.

Miss Welch of Somersworth is the guest of her aunt, Mrs. Thaddeus Knight.

Roger Tobey of Boston, Mass., and his sister, Miss Alice, who is passing the winter with relatives in Dorchester, Mass., visited their parents, Mr. and Mrs. Perry Tobey on Sunday.

## COMPANY B INSPECTIONS

The preliminary inspection of Company B by Maj. H. B. Roble of Concord was held at the company's armory on Wednesday evening.

On Friday evening, Feb. 23, the annual inspection will be held by Inspector General Waldron, assisted by Maj. E. K. Webster, U. S. A.

## BURGLARS AT EPPING

Retired in Haste, Without Any Plan-

An attempt was made at one o'clock Wednesday morning to rob the Epping postoffice, but the perpetrators were thwarted by the alarm which connects the house of the postmaster, G. W. Tilton, with the office. In prying open the office window the alarm was set off, preventing the entrance of the thieves, who made haste to get out of the way.

They left behind a jumper, a pair of overalls, some improvised tools, supposed to have been picked up at the railroad station, an axe, a large hammer and a large bar such as is used on the section. On arriving at the station the retreating burglars took a hand car, and this was left at Rockingham Junction.

## PORT OF PORTSMOUTH

Bill to Fix the Compensation of the Collector

The following is the text of the bill to fix the compensation of the collector of the port of Portsmouth, as introduced in the Senate by Senator Gallinger and reported back from the committee on commerce with an amendment:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress

assembled, That the collector of the port of Portsmouth, New Hampshire, shall hereafter receive the following allowances and percentages: Three per centum on all moneys by him received on account of duties on imports, tonnage tax, and fees:

Provided, That the total compensation of said collector shall not exceed one thousand five hundred dollars per annum.

## DON'T LIKE HIM

And Won't Work Any Longer in His Company

Between thirty and forty girls employed in the New England Wire mill at Lisbon have signed a paper to the effect that unless Fred Jessemann, an employee of the same mill, is discharged, they will quit work. The claim made by the young women is that Jessemann has made himself objectionable in their presence.

Jessemann is the father of Darius Jessemann, the ten-year-old boy who was found hanging in a barn on the Sugar Hill road in Lisbon last Saturday, and whose funeral was held up pending an investigation by the county solicitor on account of suspicious circumstances, though it was later allowed to proceed.

Hives, eczema, itch or salt rheum sets you crazy. Can't bear the touch of your clothing. Doan's Ointment cures the most obstinate cases. Why suffer. All druggists sell it.

## GOOD ROADS LEAGUE

Annual Meeting of State Organization Held at Concord

The annual meeting of the New Hampshire Good Roads League was held in Concord on Wednesday, a representative gathering of members being present. In the last year there has been a large addition to the membership list, and the work undertaken by the league will, it is assured, bear results, when the next Legislature comes in.

The old board of officers was re-elected as follows: President, Frank W. Rollins, Concord; vice presidents, one for each county, True L. Norris, Rockingham; Sumner Wallace, Strafford; Charles H. Cummings, Belknap; A. C. Kennett, Carroll; A. B. Woodworth, Merrimack; Harry T. Ray, Hillsborough; Thomas N. Hastings, Cheshire; Seth M. Richards, Sullivan; Henry W. Keyes, Grafton; Henry S. Hale, Coos; secretary, John W. Storrs, Concord; treasurer, H. H. Dudley, Concord; executive committee, A. W. Sulloway, Franklin; L. F. Thurler, Nathaniel Doane, Manchester, and E. Bertram Pike, Pike's Station.

## OFF FOR PORTO RICO

Miss Pauline Bradford of Court street leaves today for New York and will sail thence for Porto Rico.

## GEORGE B. FRENCH CO.

### HOUSEKEEPING LINENS AT VERY LOW PRICES.

WHETHER OR NOT YOU WANT TO BUY THE FACT REMAINS THE SAME—WE ARE DOING IT.

25 cents for Unbleached Table Damask—39 cents for a much better one.

45 cents for a Bleached Linen Damask—55 cents buys Satin Finish Damask.

69 cents for Extra All Linen Damask, choice floral patterns and cloth full width.

### MADE UP ALL PURE LINEN COVERS AND TABLE SETS.

THE COVERS ARE EITHER FRINGED OR HEMSTITCHED—PATTERNS ARE VERY DESIRABLE AND PLEASING.

Covers, Wide Fringe, Super Satin Finish Linen.....2.25 to 3.75  
Hemstitch Covers, Wide Hem, Real Irish Linen.....2.25, 3.25 and 4.00 each  
Table Sets, either Fringed or Hemstitch Finish, Covers 2 yards to 2 3/4 yards long, Napkins to match, per set.....5.00, 5.75, 6.50, 6.87 and up to 10.00 per set

### BATH AND CHAMBER TOWELS---ALL LINEN CRASHES OF RELIABILITY.

A Huckabuck Chamber Towel, finished ends.....8 cents  
Huckabuck Union Towel, 26x30.....10 cents  
Large and Heavy Huck Chamber Towel.....12 1/2 cents  
Pure Linen Huck Towels, hemstitch.....25 cents  
Bath Towels, 16x30, only.....10 cents  
18x36 Bath Towels, very heavy.....12 1/2 cents  
Extra Size Bath Towels.....19 cents  
Face Cloths.....5 cents and 8 cents  
Crashes in Cotton Twilled at.....5 cents  
All Linen Crash.....6 1/2 cents  
Napkins in Half Dozens at a Mark Down—150 Dozen Napkins, All Linen, per dozen.....75 cents to 5.00

### OUR GLOVE BARGAINS.

No Such Quality Elsewhere For  
The Money.

In Kid Glove Wear our Street  
Glove is best at 1.00.

1.89 for our Superior Quality in  
Dent's Glove.

Gloves for the Street or for Eve-  
ning Wear that fit.

### BURSON HOSE.

We Still Suggest Your Buying of the  
the Very Popular Hose, No  
Seams,

Only 15 Cents

### OUR LACE COUNTER.

We Promise You Bargains  
Here.

Odd Lots of Fashionable Laces  
in Cream, Ecru and White,  
never out of use and now in  
odd lots at.....

Half Price

### NONE TOO EARLY TO BUY YOUR SEASON'S WHITE WAISTINGS.

Lots of New Patterns, Mercerized in the Yarn, sure to retain the Mercerized Effect,  
at.....17 cents, 21 cents, 25 cents and 33 cents, very select designs  
New Percales Arriving—New Dimities—Long Cloths, all grades.  
Latest Fads in Gilt and Silver Belts, very handsome ones at.....50 cents

THIS CONTINUOUS WARM WEATHER OF OURS—THAT'S  
THE REASON WHY WE HAVE MARKED SUCH UNPRECE-  
DENTED UNHEARD OF PRICES OF ALL OF OUR REMAIN-  
ING SUITS, JACKETS, COATS AND SKIRTS.

All Wool Tricot Waistings, some thirty pieces, assortment of colors, now.....21 cents  
Skinner's Satins, in every respect unequaled for service and satisfactory effect.....1.50  
Taffeta Silks.....in Choice Colors 59c, 87c, in Black 59c, 67c, 75c, 87c, 1.00  
Messaline Silks in Soft Lustrous Finish.....79c  
Chiffon de Soie in Fifteen Choice Shades for Evening Wear, the latest, at.....39 cents  
500 yards of Fancy Silk Waistings, usual price 1.00 per yard, our price.....69 cents



# IN NORTHWOOD

## Alleged Hen Thief Eludes Deputies

### SLIPS FROM THEIR GRASP LIKE A FLASH

#### Was Too Smart For Sheriff Collis's Subordinates

#### ROCKINGHAM COUNTY DEPUTIES ARE ON A LIVELY HUNT

Northwood, N. H., Jan. 31.—The sheriffs of Rockingham county are now searching for William Fleming of this place, who was arrested yesterday morning at his home by Deputy Sheriff George P. Harvey of Deerfield and Deputy Sheriff Dudley N. Tilton of Northwood, but who made his escape while the sheriffs were waiting for him to make his toilet so as to accompany them. The sheriffs were accompanied by Frank H. Harvey, a popular engine driver of the Manchester fire department, from whose poultry house it is alleged Fleming stole fifty fowl. The officials are inclined to place other breaks which have occurred recently in this vicinity to Fleming's account. The escaped man is evading the law and will have to answer charges.

He was disposed of in Manchester. The purchaser tells the following account of the transaction carried on with the man whose description as given by him tallies well with that of Fleming.

He says that a well dressed man came to his home some two weeks ago and said he had about fifty nice young hens that he would like to sell, as he was going out of the hen business. He was told that he would buy them if a satisfactory price could be agreed upon. The man said as he was anxious to sell he would sell the fifty for \$22.50 and was told to deliver them. They were delivered last Monday and the money paid. By information obtained by the Manchester police and Deputy Sheriff Harvey, suspicion fell upon Ira Witham of Northwood, but when arrested and brought to Manchester the purchaser was unable to identify him as the man who sold him the fowl.

From the arrest of Witham information was received which threw suspicion on Fleming. The two deputy sheriffs, accompanied by Mr. Frank H. and Woodbury Harvey, lost no time in making their way to the home of Fleming in one of the most deserted sections of Northwood. They visited his home about midnight but Fleming's mother told the searching party that Fleming had gone to Pittsfield. In the early morning the party visited the Fleming place, again and surrounded the house and Deputy Sheriff Harvey entered and discovered Fleming hiding under a bed.

His mother, when asked by the sheriff if he was there, said that he was not, so he immediately began a search with the result that Fleming was pulled from under the bed attended in just his trousers and shirt. He was apparently resting on the lounge when the officers arrived and the first place he could find to hide was under the bed. The officers at this time in the game got careless with their prisoner and quick as a flash the alleged hen thief made a dash through an open door and made good his escape in the woods close by.

Deputy Sheriff Harvey had gone to the barn to search for stolen property and left Mr. Frank Harvey stationed at the exit to the front door while Woodbury Harvey guarded the side door and Deputy Sheriff Wilson remained with the prisoner. When Sheriff Harvey stepped from the house to go to the barn he left a door which goes into an open wood shed about half open and the prisoner, seeing his chance, jumped through it.

Frank Harvey of Manchester immediately gave chase, and after he had run several hundred yards was within about twenty feet of the escaping man, but he caught his toe in a blackberry vine and fell, and before he could regain his feet the prisoner had disappeared in the woods. Word was sent to farmers in Deerfield and together with the sheriff's party the woods for miles around were carefully searched. They found one farmhouse where he obtained a coat and hat, but further than that no clue of the missing man has been obtained.

Fleming's mother did not seem much worried over her son's trouble and was not at all backward about telling that she had raised a family of twelve children and that they were scattered all over the United States. This is the eldest son that she had at home. Fleming is a man of about thirty years of age, five feet, ten inches tall and is dark complexioned. He wore a moustache. He came to Northwood from Lawrence, Mass., about a month ago, where it is alleged he got in a trouble by the forging of a check.

He is a man who never appeared to work but always dressed well, sported a fast horse and had plenty of money. The hens sold in Manchester are to be returned to his father and mother in Deerfield.

### CHRONIC CATARRH CURED

#### The Remarkable Recovery of Mr. Megahan Unparalleled in Medical History

Columbus, O., Jan. 31.—The case of Mr. Megahan, who has been cured of catarrh after suffering from the disease for thirty-five years, proves that this disease can be cured irrespective of climatic conditions. Mr. Megahan is connected with the United States Carriage Company of this city.

Inhalations, vapors, creams and all similar remedies only irritated the disease. Being thoroughly disheartened he sent to the Austrian dispensary, 32 West 25th Street, New York City, for a free trial bottle of ascato and after taking the remedy for six months he was entirely cured. His advice to all sufferers from catarrh, asthma and bronchitis, is to give the ascato treatment, a fair trial and be permanently cured.

### TELEGRAPHIC BRIEFS

Schenectady, N. Y., Jan. 31.—In a collision between a passenger train and a work train on the Delanson and Hudson railroad early today, one man, an Italian laborer, was killed and nine persons seriously injured. The wreck occurred about four miles west of this city. A light engine pushing a caboose ahead of it was running on short time in an attempt to reach South Schenectady before the passenger train left that station. The trains met at a sharp curve with both running at a high rate of speed. The caboose in which were two Italian laborers and a brakeman was crushed to pieces between the two engines. C. Prunon of this city, one of the laborers, was crushed to death, but the other two occupants escaped by jumping. The escape of the two engine crews was remarkable, the occupants of both being pinned under the wreckage. There were 60 passengers on the train, but all escaped with a severe shaking up.

Vineyard Haven, Mass., Jan. 31.—The five-masted schooner Baker Palmer, commanded by Captain Sneed and bound from Philadelphia for Boston with a cargo of coal, was struck and badly damaged by barge No. 6 of the Consolidated Coal company, in Vineyard Haven sound early today. The collision broke in the planking of the big schooner on the port side just aft of amidships and the hole extended a little below the water line. Temporary repairs will be made here before the schooner proceeds on her journey to Boston. The stem of the barge was damaged by the collision and repairs will be necessary before she can be towed to Baltimore.

New York, Jan. 31.—Captain Albert V. Dean Reid was today found guilty of bigamy on a charge brought by Alice Anne Chaffley, of Canada. Captain Dean Reid was once a captain of Hussars in the British army. Recently he married Sarah Ann De laun, a young woman of White Plains, N. Y., whose brother had been placed in an asylum for the insane shortly after their marriage. She was later released and about the same time the charge of bigamy was made.

### BROWN-TAIL MOTHS

The City of Portsmouth, N. H., in view of proposals for the removal and destruction of all brown-tail moth and spray moth nests on trees in the city parks and on property of the city, will be completed before April 1st, next, reserving the right to reject any and all bids.

The proposals will be opened at the Mayor's office Saturday, February 2, at eleven o'clock in the forenoon, in the presence of the bidders, and referred to the City Council for action. Bids should be enclosed in an envelope endorsed "Proposals for removing moth nests, to be opened February 2nd, 1906, at 11 a. m." and addressed to:

WILLIAM E. MARVIN, Jr.,  
William E. Marvin, Mayor,  
Portsmouth, N. H.

# OLD KITTERY

## Interesting Extracts From A Long Newspaper Article

### REMINISCENCES OF AN OLD NATIVE OF THE TOWN

The following is part of an article of local interest, which lately appeared in the Lewiston Journal:

The article on old Kittery which was published in the Journal a few weeks since attracted such wide spread attention that it has become necessary to revert to the subject again. To no one was it of greater interest than Hon. Luther Dame, of Newburyport, Mass., who was born in the old town and whose love for his natal spot has never been dimmed by the honors that he has received in a sister state.

Mr. Dame was born in Kittery in 1826, and consequently is now almost 80 years of age. He was educated in the common schools of that town, and Portsmouth, and while yet a young man entered the profession of teaching in the city of Newburyport, Mass. When the state of Kansas began to be settled up in 1855 Mr. Dame went to Topeka and became a prominent factor in the stirring events which followed. The border war, so-called, was soon on, and on the anti-slavery side Mr. Dame threw his entire energies and influence. In this tremendous struggle he was one of the most valued co-workers of John Brown, and on more than one occasion narrowly escaped assassination at the hands of the border ruffians. More than once he marched to the polls rifle in hand determined that his ballot should not only be cast but also counted.

With the beginning of the civil war Mr. Dame returned to Massachusetts and again settled down to his old vocation as a teacher. At this business he remained but a short time before the old war spirit again got possession of him and raising a company of men in Newburyport he received a commission as captain from Governor Andrews and was assigned to the eleventh Massachusetts regiment.

The next three years were strenuous ones for Captain Dame and his men. He took part in many battles, marches and sieges and manfully and bravely did his duty until the close of the war. He then returned to his home in Newburyport and shortly afterwards was again appointed as a teacher in the High School, which position he held for the next eighteen years.

In 1886 he resigned from the school to take up the business of a real estate dealer and surveyor and soon he came identified with the local politics of the city. He served as councillorman and in the board of aldermen and two years later was elected to the legislature. Here he served with distinction for three successive terms, after which he represented his district in the Senate where he was equally successful and influential. His record in all these positions of honor is above reproach and reflects credit on his native state and town.

In conversation with the Journal on his natal town of Kittery, Major Dame said to the Journal:

"I was deeply interested in your recent article on Kittery and for this I have good reason. It was my birth place and the home of my youth. A grand old historic town it is and I am more than glad to see it honored and its story so finely told by The Journal. It was copied with credit entire by the Portsmouth Chronicle and I am told that the editors couldn't supply the demand for that edition."

"I was born in that old town on the third day of March, 1826, consequently being now almost eighty years of age. My birthplace was in a neat, commodious cottage, built by my grandfather, the Hon. Joshua T. Chase, who at the time owned the grand old estate, given by Sir William Pepperrell to his daughter Elizabeth on her marriage with Col. Sparhawk."

"When my grandfather bought this estate, in 1818, no one of the Colonial residences of Maine could rival it in elegance, and his architectural beauty was not allowed to deteriorate while in his possession, and after the lapse of more than one hundred and sixty years, it is still in an excellent state of preservation."

"It has been changed in some respects, within the last few years, but still it seems like my old home, for it was here that I spent the greater part of my time till I was eleven years of age, when I left Kittery to attend school where better opportunities were afforded to obtain an education than in my own town."

"In my childhood there was no curtain upon the house; the original one having been removed on account of some of the attachments becoming

weakened by age, rendering it unsafe in heavy storms. When it was removed, it was carried a short distance northward to a beautiful spot overlooking the river, and converted into a unique summer house, and here, with my little companions, I have spent many a happy holiday in the years long since departed; but time at last wrecked its comely proportions and it has fallen piecemeal into the stream below and disappeared as rubbish amid the rocks and waves of the ocean. Some of the more recent owners of this property have erected another cupola upon the house, but it is devoid of the architectural grace of the former and does not seem to harmonize with the plan of the structure. It was intended to decorate, being more severe and abrupt in its outlines than the original. The image of the former is so vivid in my memory that I think I could give a correct drawing of it although seventy years has dropped in between the time when I last saw it and now."

"In 1855 I voted in Kansas at their first state election, under the Missouri Compromise, and marched to the polls with my rifle in my hand and with a squad of forty brave fellows, as well armed as myself, and as ready to assert a freeman's rights in the face of a howling Missouri mob of slaveholders as in a quiet precinct of a New England town. In 1866 I raised two companies to sustain the integrity of this great republic and went to the front and fought in the battles of the Peninsula, under Gen. Joe Hooker; and being in Southern California during the Cuban war, I raised a company in San Diego and offered our services to the government, but to my regret, not in season to be accepted before the close of the war."

"I was interested in your statement that your first military service was in Fort McClary. It is a further interesting fact that my father in the war of 1812 was a commissioned officer in the company of Capt. Hugh Moore and was stationed at this same fort and he had the care of it many years of his residence in Kittery; we occupied a house at the foot of the hill that slopes easterly from the magazine; that house was torn down or removed soon after I left Kittery, which was in 1837. The 'Block House' has been built since then, also the store house east of the fort."

"I do not wonder that you love the old fort, and as your grandchildren gather about you in the quiet evening hours to listen to your stories of the war, may they be such as to inspire them with the same patriotic spirit that called us from our homes to defend that dear old flag that is the emblem of a free and progressive nation, and commands the respect of every sovereign state on the globe."

The Pepperrell house is not the oldest in Kittery as the old Bray house antedates it; by several years. This Mr. Bray came from England in 1663 and settled on Kittery Point where he soon grew rich in the business of boat building and fishing. Wm. Pepperrell married his daughter, Margery, and the father-in-law gave him the plot of land on which the Pepperrell mansion was afterwards built. As the years rolled on Pepperrell became much richer than Bray, and his son, William, afterwards was knighted by the King of England for his able services as a general, and especially for his skill and bravery in the battle of Louisburg. Sir Wm. Pepperrell was the only man in New England who ever received a title from England on account of his connection with that country. There is much in the history of these men to inspire and stimulate the young men of today. They commenced poor, but the elder Pepperrell in a few years could travel from Kittery to Saco without for a moment leaving his own estate. This great property for the most part descended to his son, Sir William, who continued to keep it up in lordly style. A large part of his time was spent in Boston as a representative to the general court but he never allowed his Kittery estate to be neglected.

"In the war between France and England that broke out in the year 1744 Pepperrell was appointed to lead the New England brigade against Louisburg. After some delay the honor was accepted and on his flag the commanding general inscribed the Latin words—'Nil Desperandum in Christo Duce,' which gave the whole expedition somewhat the character of a crusade. Pepperrell advanced \$25,000 from his own pocket to defray the expenses of the expedition and with almost five thousand men he undertook the campaign. It was highly successful and for this the leader received the order of Knighthood."

"I have several valuable souvenirs of Sir William among which can be seen a snuff box, his spectacles, the coat that he wore during the campaign, and a chair from his old ancestral home. These things have come down to me because of the intimate relations of our two families in the early days. They have been transmitted directly to me in a man-

ner that leaves no shadow of doubt as to their genuineness. This old Sparhawk homestead in Kittery was built by Sir William as a present to his daughter on her marriage with Col. Nathaniel Sparhawk. As my boyhood days were spent there I love to return and wander along the old familiar paths of its ample grounds, to linger on its gentle slopes and survey the landscape every foot of which was so dear to me in early life. The rocks, the trees, the pebbly shore, all recall to me the dear old days and seem like a happy dream far back in the misty past. I hear the rippling tide flowing along the river bank and it seems to be the same that I heard in childhood. The birds carol above my head in the same clear notes that thrilled my childish heart in boyhood rambles. The wild rose and clover exhale the same fragrance as then, and seem to have lingered around my native haunts through all the intervening years. To me there is a charm on that dear old estate that is tinged with a sad tenderness for it carries me back to the old memories and friends of a generation that is now gone to the great beyond."

"The only son of Sir William died in youth and so anxious was the baronet that his name should not be extinguished that he left a provision in his will to give his grandson, Wm. P. Sparhawk, the sum of \$25,000 providing he would have his name changed to Pepperrell. This with much other property was to be held in the family lines as long as there was one of that name left. In case of no male issue the same was to be given to the oldest daughter providing that at her marriage the name of Pepperrell should be assumed. In order to guard against possibilities the same offer was made to other relatives. In spite of all these liberal provisions the name of Pepperrell soon became extinct. His title of baronet was inherited by his grandson, Wm. Sparhawk, who afterwards fled to England and the next generation saw the name of Pepperrell obliterated."

"The old Sparhawk mansion in Kittery where my childhood days were passed has since passed out of the family line into the hands of strangers who know but little of its history and have but little regard for its sacred memories. Its grand old halls no longer echo to the footsteps of the Pepperrells. The great lawn still slopes down to the sea, and the restless waves still glitter in the sunlight like the smiles of beauty that once shed joy and gladness through its stately rooms."

"The family tomb is but a short distance away, and here are the gray and moss-grown stones which mark the last resting spot of the famous Pepperrells. Their vast estates were confiscated by the government during the revolution. With their proud herbage of blight it would seem but natural that they should cling to royalty and it was this fact that cost the family all of their American possessions."

"Where one man held sway over a wide extent of valley, hill and woodland, cities and villages, no town with the ceaseless hum of industry, in the ever moving cycle of human affairs there seems to be a point where vast accumulations commence a scatter and again begin their eternal round of aggregation and dissolution. This seems to be an inexorable law of nature, at least in this country where the law of entailment has never taken deep root. One generation will gather wealth which is almost certain to be dissipated in the next one. The Vanderbilts and Rockefellers may gather their golden harvests but time and destiny will pluck them piecemeal to feed the sons of humanity."

"It is certainly a matter to be regretted that the Pepperrell family have become extinct in this country. Equally regrettable is the fact that all the valuable papers are now scattered and in private collections, mostly as souvenirs. Could these once more be brought together much light might be thrown upon the wars between England and France, as well as the relations of the latter country with our American Indians. The battle of Louisburg was fought in 1745, and the capture was the work of the New England troops under Sir William Pepperrell. It was this great victory that stimulated the colonies to attempt further conquests, and since the entire North American continent under the domination of the British crown, France, however, was to remain idle. The battle of 1759 was and has been as far reaching in its moral effect as the capture of Louisburg, and it is a pity that no time is given to the study of the latter battle."

"The capture was the work of the New England troops under Sir William Pepperrell. It was this great victory that stimulated the colonies to attempt further conquests, and since the entire North American continent under the domination of the British crown, France, however, was to remain idle. The battle of 1759 was and has been as far reaching in its moral effect as the capture of Louisburg, and it is a pity that no time is given to the study of the latter battle."

"The March magazine reminds us of the windy month before February has fairly begun."

Armed upon her coast in 1558. All of this terror proved to be needless, as Providence scattered the French fleets by storms and tempests in 1746 as the Armada had been scattered nearly two centuries before. Not a blow was struck by all her ships, but the wars continued to drag on with the Indians as the central destructive force.

It is a curious historical fact that Admiral Knowles, who commanded the naval forces at the battle of Louisburg, and who was a warm friend of Sir William Pepperrell, was afterwards chiefly instrumental in starting the Revolution. His fleet after the battle had limped back and cast anchor in Nantasket harbor. Here a large number of his sailors deserted and took refuge on board the very vessels that the fleet were conveying. According to the universal custom of the times, the admiral impressed other seamen to take their places. This action caused a violent commotion in Boston and some of the admiral's officers were seized and maltreated. Only the intervention and good sense of Sir William Pepperrell prevented the revolution from breaking out at that time. Had the British admiral carried out his threat and fired on the city at that time the revolution would have been fought at least thirty years earlier than it actually was.

The above facts have been taken from some of Sir William's papers only four of which are now known to be extant. The years which are covered by the official documents were crowded with great historic events in which some of the ablest French and British leaders took a part. It is understood that the word 'British' here includes American as well. It was under England that Sir William fought and it was from the British crown that he afterwards received his title.

Pepperrell died in Kittery in the summer of 1759 and the old tomb where he now reposes was illustrated in the former Kittery article. His father as well as many others of the family line are in the same old tomb. The old mansion as well as the Bray house, Sparhawk and Betts mansions are still among the most attractive and famous landmarks of the old town. The people have a realizing sense of their value and they are now guarded with especial zeal and care. The story that has been told us by Mr. Dame is but supplementary of what has gone before in these columns, and is only another and added evidence of the affection in which the old town of Kittery and her famous landmarks are held by her devoted sons and daughters."

TO CURE A COLD IN ONE DAY  
Take LUXATIVE BROMO QUININE TABLETS  
All druggists refund the money if it fails to cure. F. W. Grove's signature is on box. 25c

### THE THEATRICAL FOLK

"The Matchmaker"

Of "The Matchmaker," which will be seen at Music Hall this evening, the Lewiston Sun says:

The Knights of Columbus are to be congratulated upon having secured that talented and original actor, Daniel Sully in his new play "The Matchmaker," as the attraction for their benefit at the Empire theatre last evening for it was one of the best dramatic entertainments of the season and was thoroughly enjoyed by the large audience which filled the theatre.

"The Matchmaker" was a new play to Lewiston theatregoers but it was fully equal to the hard test of the first night or first time performance and to those who had seen Mr. Sully in his great success of previous years. "The Parish Priest." It in every way gave ample opportunity for the display of this popular but unique actor's genius. Mr. Sully appearing as a priest in this play also and as the medium through which all difficulties are straightened out, smoothing the affairs of lovers and making matches as he was both humorous and pathetic and a great success."

### LOW RATES

On Feb. 15 and daily until April 1 tickets will be on sale via the Chicago, Milwaukee and St. Paul railway to principal points in California, Oregon and Washington, from Portsmouth at rates of from \$51.10 to \$71.20, according to railroads used or Chicago. Tickets will permit of local stopovers at various Western points and are good in all tourist cars. Corresponding reductions are made to a great number of other points in Western states, and tickets can be purchased from your nearest railroad station to destination. Through train service from Chicago to principal points in the West assist persons traveling to make the trip without change of cars. Tourist cars daily. For further information apply to George L. Williams, New England Passenger Agent, 268 Washington St., Boston, Mass.

The March magazine reminds us of the windy month before February has fairly begun.

# MUSIC HALL.

## F. W. HARTFORD...MANAGER

### Week of January 29th.

#### Except Thursday

The Popular  
**Colonial Stock Co.**  
Headed by the Young Heroic Actor, ROLLO LLOYD

**EVENINGS.**  
Monday—A Celebrated Case.  
Tuesday—The Heels.  
Wednesday—Blow for Blow.  
Friday—Dr. Jekyll and Mr. Hyde.  
Saturday—Queen of the Mines.  
**MATINEES.**  
Tuesday—In Virginia.  
Wednesday—The Power of the Church.  
Friday—For the Love of a Brother.  
Saturday—What Happened to Brown.

**5 BIG SPECIALTIES 5**  
**LADIES' NIGHT MONDAY**  
Evenings 10, 20, 30c Matinees 10, 20c  
**Special Ladies' Ticket**  
This Ticket and 15 Cents can be exchanged for a first-class Reserved Seat for Ladies only, for Monday Night, if presented at the Box Office before 5 p. m., Monday, Jan. 29. (Limited to 300 Tickets.)

**Thursday Evening, Feb. 1st.**  
**THE FUN HIT OF THE YEAR.**  
"MORE LAUGHS THAN A FARCE."

# Mr. Daniel Sully

Presents The Unique Comedy,

# THE MATCHMAKER

A Laugh in Every Line  
Every Laugh a Moral  
An Episode of Idaho  
Elaborately Staged

Prices 35c, 50c, 75c and \$1.00.  
75c Seats on sale at Music Hall Box Office Tuesday morning, Jan. 30th.

# THOMAS E. CALL & SON

— DEALER IN —  
**Eastern and Western LUMBER**

Shingles, Clapboards, Pickets, Etc. for Cash at Lowest Market Prices.  
Market Street, — Portsmouth N. H.

# Why Insure With The Travelers?

Because This Company Guarantees For No Larger Annual Payment a Far More Liberal Life And Endowment Policy Than Is Issued By Any Other Company.

"The above is not 'Agents' say so, but fact which we are only too pleased to prove."

# C. E. TRAFTON,

District Agent.

# Kendilworth Inn

Biltmore, near Asheville, N. C.

There is no scenery in the world that will compare with the view from this palace. Located on highest point in Asheville. Surrounded by one of the finest parks of 160 acres with springs and winding unmacadamized paths—Mt. Mitchell in full view. Dry invigorating climate, adjoining Biltmore Estate, magnificent furnished dining unsurpassed. Orchestra, golf, livery, hunting and fishing. Open all the year. Write for booklet.

EDGAR B. MOORE, - PROPRIETOR  
Biltmore, N. C.



TRAPPING WILD BEASTS

Not Difficult if Certain Rules are Followed by Hunters

MANY ARE WORTHLESS

Large Rewards Offered Captains of Vessels to Insure Safe Transportation of Such a Cargo As No Insurance Company Will Take the Risk—Lions and Bears Not Valuable.

If we were asked why we adopted the profession we have chosen in preference to all others, writes Charles Mayer, "trapper to the King of Siam," in the London Magazine, I doubt not most of us would find it a question difficult to answer, and I can only explain that I took to the business of trapping big game because it appeared to offer a life of adventure not altogether dissociated with pleasure nor devoid of profit. Since I made my choice, eighteen years ago, I have pursued my calling mostly in the Malay Archipelago, with occasional expeditions in China, India, Siam and South America.

The risk the trapper is called upon to run does not end with the caging of the quarry. True, the actual peril of the hunt is at an end, but he has yet to get his merchandise to market or to the purchaser, which is not always a matter of ease. The variations of climate the animals will encounter during a voyage, and their liability to succumb under unfavorable conditions, make it imperative that no chance of transportation shall be lost during the favorable season.

The obvious remedy against loss both at the port and on the sea would be insurance, but it is a cargo that no insurance company will take risks on. Consequently, the best thing to do is to personally interview the captain, and give him an interest in the selling value of the cargo—say, of a third or a half. This may seem a lot to give away, but it is wiser to pocket reduced profit than to sustain a total loss.

It is because of such difficulties as these, and of the personal danger run by the trapper, that the prices of big game for live delivery run high. Tigers are worth anything from \$50 to \$100, leopards from \$50 to \$80, elephants from \$100 to \$200, while a rhinoceros or a giraffe top the list as profitable bags, selling at from \$800 to \$1,000 each. Lions, however, are a drug on the market, and worth comparatively nothing, being such good breeders in captivity; nor is there much money in bears. Snakes are a good line, when they run to any size. The largest I ever had the good fortune to handle was a thirty-two foot python, and sold for \$200. And there is this advantage about these reptiles—they can be stuffed with sufficient food to last for months, and, being fed and shipped, will travel in a state of coma, giving no trouble during the voyage.

Elephant trapping pays well when the business is rightly managed; but if the herd that is being trapped stampedes, weeks of work may be thrown away, with the possible loss of two or three lives. Where it can be arranged the better plan is to work with a tame elephant, which acts as a decoy to induce the herd to enter the stockade; but this is often impossible, and was so on the first occasion I went hunting in the little known and unexplored state of Tringgaun in the Malay Peninsula.

We were in about three and a half to four miles of the trap, with the herd going so well that I was in hopes of seeing them in the trap the next evening, when toward midnight the dreaded accident took place. The elephants had got wind of us; possibly a baby elephant had seen one of the men; and, with trumpeting loud and fierce, the lot turned and stampeded, crashing through the jungle like a hurricane, and clearing everything in their way. I had just time to jump behind a tree—in fact, I was almost thrown there—away from a big bull elephant. He missed me, but, unfortunately, caught the native who had officiated at the ceremony of blessing the trap, grasping his body with his trunk. Placing one foot on the poor fellow's chest, he literally tore him in halves, splashing me with his blood. A moment later he had another man in his trunk and dashed him to death against the tree he was trying to reach for shelter. When torches were lighted and the men collected, we found twelve had been dashed or trampled to death; and the whole thing occurred in much shorter time than it takes to relate. But seven days later, having reorganized the hunt, I had forty-four fine elephants safely in the trap, including a rarity in the way of a youngster with five toes on each foot, which passed into the possession of the Maharajah of Mysore.

Small monkeys are easy to catch; they can be caught with birdlime or a bottle; and by means of the latter I have captured hundreds. The bottle must not be too wide in the neck, and it must be baited inside with sweetstuff, or a damp rag sweetened with sugar; then it is fastened by a string to a tree. The monkey comes along, scents the sweetmeat and promptly inserts his hand in the bottle. He gets a handful of bait, then tries to withdraw his bulging fist. This is impossible, but he would rather be captured than relinquish the booty morsel, and he accordingly is.—Brooklyn Eagle.

A shoemaker is a whole soled man and generally well heeled.

A baker can always raise the dough.

JACK SHERIDAN'S RETIREMENT.

Hero of Many Diamond Battles is Now an Undertaker.

"Twenty years as umpire, and not a scar, bump or blemish to show for it!" So said Jack Sheridan, better known as the Human Foghorn. After twenty years' continuous service in seven different leagues, dodging bricks, bottles and epithets, the veteran is about to retire to the simple life among the coffin.

There is expert testimony on tap, north, east, south and west, to prove that I'm a bank robber, hod carrier, horse thief, second story worker and murderer. I could work at any of those trades and make good money; but undertaking will hold me for a while.

Thus it appears that Jack has not missed any of the tips handed out in twenty busy years. No better or squarer umpire than Sheridan ever traveled the circuit, and the American League will miss him. A continuous performance of twenty years is sufficient recommendation for any man, when you consider the nature of the business in which he was engaged. Some of the umpires do not last twenty minutes.

We were about to say Sheridan is as good as any man who ever wore the pad and indicator, but he uses neither. A twenty-five cent necktie is the only armor hung upon his broad chest, and sometimes for a bluff he peeked into his empty hand. Jack has been long enough in the business to count three strikes and four balls without the aid of mechanical appliances. This is not a rap at the other umpires.

A saving sense of humor pulled Sheridan through many a tight campaign. He saw the funny side of the tumults and riots, and adverse criticisms never touched him. It was to laugh. He is a man of intelligence and education, with a well shaped head and cleanly cut features like those of the early Romans.

Here is a sample of Jack's sunny humor that stung the fanatics from Detroit. After announcing the batteries in the final game of the set, the umpire turned his solemn visage once more to the crowd and let off this little valedictory:

"Ladies and gentlemen: This is the farewell appearance in Detroit of Jack Sheridan as an umpire. Before departing forever, I wish to thank one and all for the many cordial receptions given me here. Never will I forget your generous treatment. I leave Detroit with but one sincere regret, and that is the rules of the game would not permit me to accept your thousand and one kindly invitations to come under the grand stand and get my block knocked off."

That anti-climax, worked up with much tender feeling and sentiment, jarred the fanatics off their balance. A dumb, deathly silence followed the last five words of the speech. Then came a great roar of laughter, and Jack got a tremendous burst of applause. They never did esteem him in Detroit. In the third round he gave a ruling the home team didn't like, and a voice in the bleachers howled:

"We don't care if you never come back!"

However, the umpire had handed the crowd one, and his soul was at peace. Sheridan was born at Decatur, Ill., how many years ago he didn't state. At the age of one year he went to California, with others in the party, and there developed the robust physique and voice that enabled him to stand the gaff as an umpire. For a time he played ball on the coast, and then set forth on his travels. Some of the things that happened to the future undertaker are herewith related.

Umpires of to-day imagine they have troubles. Forget it! Arbitrating at the present era is like picking cherries or drinking pink tea with the ladies. St. Louis used to be a swell town for the umpire. Running gamut kept him in condition.

In 1896 and 1897 Von der Ahe's combination ball park and race track was in operation. From the home plate the umpire passed through a picket fence, crossed an open space or paddock seventy-five yards in width, and popped under the stand. Well, it was crossing this open stretch after the game that gave the umpire the time of his life. I never made the dash without thinking of Munroe's dime novels, where the Indians stuck burning arrows into the fleeing white man.

"The minute the game ended the rooters poured into the open space, and formed two solid lines from the gate in the fence to the hole under the stand. That was the gamutlet the poor ump had to run. The space between the living lines was about six feet. If the umpire escaped the canes, umbrellas and beer bottles on that seventy-five yard sprint, he stood a chance of having a beer keg bounced off his head while dodging into the hole under the stand. Sometimes they switched to a chair."—New York Mail.

"Road Hogs" Pay \$1,500,000 Fines. Bitish motorists paid an aggregate of nearly \$1,500,000 in fines for exceeding the speed limit in the year 1904. In certain districts the police traps are so ingeniously laid and magistrates so surely convict motorists that the latter are now combining to give these places a wide berth. Popular feeling, especially in country districts, against the motor-scooters grows fiercer daily, the offense of "road hogs" are so gross.—New York World.

A baby carriage manufacturer never fails to push his business.

HOW FIGHTERS OVERWORK

Billy Madden Explains the Decadence of Champions

JOHN L. A BORN PUGILIST

Veteran Manager of Boxers Gives Safe Advice on Training—Corbett Most Scientific Fighter—Too Much Gymnasium Work Does More Harm Than Liquor.

"The trouble with the majority of our scrappers," said Madden, the veteran manager, "is that they overdo things. They work too hard when they have their vitality and youth and sap their strength to such an extent that by the time they have been campaigning with the gloves for, say, five years, they are all in, so to speak. Over-indulgence in exercise is worse than partaking of intoxicating liquors to excess. Too much gymnasium work has killed more persons than booze, in my opinion."

"When a young, strong, husky fellow elects to take up the precarious business of prizefighting for a living, he forgets everything else in his enthusiasm. He has health on his side and he desires to make muscle, thinking that it will accelerate matters in his march to the top of the ladder. He enters the gym, say, early in the morning and plods away like a Trojan for hours at a stretch. He perspires, he grows weary, rests and recuperates and goes over the entire programme again. He keeps this up for days and weeks. At the time he may not feel the strain that he unconsciously places upon his nervous system. His heart's action is quickened and an extra strain is put upon this organ, which in the end must surely collapse. He watches his muscles grow. Some may have widened a few inches and he is extremely delighted."

It was Madden who took John L. Sullivan in hand and helped the Boston boy to achieve fame and fortune in the ring. It was Madden who revived boxing in America through the medium of having Sullivan tour the country meeting all comers in four round bouts.

Madden has been a trainer and manager for twenty-five years and was a pugilist himself for ten years.

"A fighter should be champion until he is thirty-seven years old," continued Madden reflectively. "It's a pity that such youngsters as Terry McGovern and Young Corbett should be forced to meet their opponents in the ring 12-day as ex-champions. Little McGovern has not as yet reached thirty. Corbett is many years below this mark."

"A fighter should train but three weeks for any mill. He may dwell in the country and take things easy a month before he starts his labors. But he should have plenty of sleep and fresh air. Two hours in the gymnasium, one hour in the morning and one hour in the afternoon, are sufficient. Let him go on the road and indulge in a six to eight mile spin. Do not run the entire distance. Vary the journey by walking or trotting, according to the way one feels. Cut out boxing entirely. For the ordinary citizen who wants some kind of exercise one hour daily in the gymnasium will suffice."

"John L. never made it a practice to box while in very severe training. Jeffries and Jim Corbett did when they were in the ring. But it must have injured them, for they had to abandon their title before they were 37."

"Sullivan dissipated or else he might have been champion to-day. Jim Mace was champion of the world at 40 years. Fitzsimmons was champion at 37, and Joe Goss fought Paddy Ryan for the title at 42. Mace never cared to box while in training, neither did Goss nor Ryan. Fitzsimmons, in my opinion, is the only pugilist before the public who knows how to train properly. That is why he has lasted as long as he has. He understands his own physique, the same as a good physician should understand his patient."

"As to the development of pugilists, there is not much to say. Some trainers trust to luck in bringing a fighter to the front, while others work on careful and intelligent lines. If you have a man that is the goods, give him plenty of scope. If he is found wanting, look elsewhere for some one to take his place. I disapprove of the fallacy that a man must be over 6 feet to be successful, his other qualifications being considered. Look at Joe Walcott, with his 5 feet and half an inch and weighing only 112 pounds in shape. He was able to beat heavyweights. Fitzsimmons, too, weighing 153 pounds, had only weighed 140 pounds, and he had to drink ten bottles of ale a day to put on seven pounds. There is only one good pugilist in a thousand men introduced, and one great champion is developed once in ten years. Fighters should train privately. No pugilist likes to be told in the presence of a lot of sports what to do. He wants to convey the impression that he knows it all, and consequently the instructions that a trainer would like to impart are lost."—New York Sun.

The deepest gold mine in the world is at Bendigo, in Australia. The mine in question is called the New Chum Railway mine, and its main shaft is sunk to the depth of 3,900 feet, or only 60 feet short of three-quarters of a mile.

The Japanese government furnishes a large number of her soldiers with eye glasses, as the men have defective vision.

PROFESSIONAL WOMEN GUIDES.

Three at Present Follow this Calling in the Maine Woods.

First the Indians, then the white pioneers and their descendants hunted the deer and moose, the bears and the bobcats of the Maine woods, and in recent years have come thousands of sportsmen from other States, while now, with Pullman cars running to the very edge of the forests, women have joined the chase for big game. It is no uncommon thing to see, in the lists of lucky hunters, the names of Mrs. So-and-So or Miss So-and-So as having killed a deer, a couple of deer, or even a big bull moose. With the coming of the modern Dianas, with their short corduroy skirts and repeating rifles, the woman guide has appeared, and that she is a most useful and valuable aid in the now fashionable sport of big game hunting is shown by the fact that the three women guides of Maine are in constant demand at pay equal to or better than that received by the 1,797 male guides who make a living by piloting city sportsmen to success.

There are only three women who make a business of guiding now, but the number is bound to increase, for the demand for their services is great, and there are hundreds of women in the backwoods of Maine who are well equipped in every way for this sort of service. These women, reared in the woods, know every lake and stream, and every forest path and woodland trail, as well as their husbands and their brothers. They have been from childhood schooled in the use of the rifle, rod and paddle, and their practical knowledge of fishing and hunting is as complete, their skill and courage as great as long experience and the spirit of the Northern pioneers can make them.

The first woman to attain prominence as a hunter and guide in Maine is Miss Cornelia T. Crosby, of Phillips, Franklin County, who is known to sportsmen all over the country who have seen her skill tried in the woods and on the trout streams, while to many others she is known through her connection with sportsmen's exhibitions in the large cities, and through her writings over the nom de plume of "Fly Rod." In early childhood Miss Crosby whipped the trout pools of Franklin County with a success that excited the envy of city anglers with costly tackle, and later she won at the Rangelys and elsewhere such success with the square tailed trout and the big landlocked salmon as to arouse the admiration of men who thought they knew the whole book of fishing.

When the railroads found their way into the Rangelys and to other sequestered spots in the sportsmen's paradise of Maine, "Fly Rod" began to find money where before she had merely enjoyed sport. She was employed to point out good places to fish and to tell newcomers and green anglers how to make and cast a fly. In a canoe she was always perfectly at home, and the way she would send her birch or canvas boat through the rough and quick waters would win approval from a Penobscot Indian. Tall and straight as a pine tree, strong and athletic from constant development of a fine constitution by out of door sports, "Fly Rod" is a marvel of physical endurance, and she is a very bright woman as well.

When it comes to shooting Miss Crosby is almost as expert as she is with the rod and line, and it is said she is the only woman who ever killed a caribou in Maine. The deer she has killed are without number; those she has pointed out for other people to kill would stock a forest, and she has not been without luck in knocking over bull moose, the king game of the forest.

Over in the Dead River country every one knows how to shoot and fish—for shooting and fishing, next to logging, are principal industries of that far backwoods region. Miss Ethel Harlow, a bright and pretty young woman now in her twenties, has always had the reputation among the Dead River people of being a smart girl. She has none of the appearance of a backwoods woman, and, while fond of fishing and hunting, which take the place of golf and bicycling on Dead River, she is not at all lacking in the various refinements common to other young women. Before she was out of short skirts she could paddle a canoe, shoot true with a rifle and cast a fly as skillfully as any boy in her neighborhood. With advancing years her skill in these sports increased, and finally when the registered guide system was introduced she applied for registration and received a license.

She is quick and sure with the rifle, and has killed more game of all kinds than most male hunters ever saw, while in all the arts of woodcraft she is an adept.

Mrs. J. S. Freese, of Riverton, Argyle, takes a back seat for no man on the Penobscot River when it comes to paddling a canoe, catching a trout or salmon, bringing down a partridge on the wing or getting all the big game the law allows. More than that, she can do, with great skill, what few of the men can do—she can tan the skins of all the deer and moose that she or her party may kill.

Strong and active, with the knowledge of an old woodsman and the skill of a veteran hunter, Mrs. Freese goes through these campaigns much as the ordinary woman would a shopping trip, getting as much enjoyment out of it as any of the party, and also more money than most men in the woods can earn.—New York Times.

An electrician is always posted on current topics.

GREAT STRUCTURAL TIMBERS OF PACIFIC COAST

Tried in the Tests Made by Forest Service at the State Universities

The study of the structural timbers of the Pacific coast was begun by the bureau of forestry, now the forest service, in 1903, in order to determine with greater accuracy the exact scope of their commercial use. At that time the only laboratory in the West suitably equipped for work of this character was that of the University of California. Accordingly, the first testing station was established there, and the program then prepared has been steadily carried out since. Keen interest and hearty cooperation have greatly aided the work. The lumber mills of the coast have furnished all the timber needed; railroads and steamship companies have given free transportation for the test material; and the University of California has contributed the use of its well-equipped testing laboratory and a supply of power.

In this first series of experiments the Forest Service has aimed to determine the mechanical and physical properties of timbers used in buildings, bridges, and other structures where strength is called for. The test specimens have been selected from the mill and the lumber yard, so that they might be representative of the timber in actual use.

The tests cover all grades of the product, from clear, straight-grained sticks to inferior pieces containing such knots and other defects as are found in common and second-grade timbers. By this means it is possible to establish both the liability of the timbers to contain season checks, knots, windshakes, and other similar defects, and the precise effect which these will have on the strength of the timbers. The knowledge thus obtained enables the engineer or architect to design timber structures with safety and economy, and, in addition, provides a reliable basis for the inspection and grading of the product of the mills.

A variety of factors enter into the precise determination of the strength of timbers. In dealing with full-sized structural timbers it is necessary to know the rate of growth of the specimen, its weight per cubic foot, and the stage of seasoning which it has reached, as expressed in moisture content. To check these determinations, tests are also made on small selected pieces, cut from straight-grained, large beams, free from defects, so that the relation which these factors bear to the strength of the timber may be analyzed and problems attacked simply and directly.

The red fir and the western hemlock have hitherto monopolized the tests. Red fir, whose merits have long been recognized in the West, stands without question first in importance among the structural timbers of the coast. Lightness, strength, and durability are its distinctive valuable qualities, and the fact that it can be obtained readily in sticks of exceptional size without defects greatly enlarges its utility. In recent years its introduction to the eastern market has made rapid strides. The results of the tests confirm conclusively the exceptional merits of this timber.

Western hemlock has not readily been received in the market. Chief among the obstacles with which it has had to cope is the similarity of its name to that of the eastern hemlock, whose poorer qualities it has unjustly been held to share. Though large quantities of the timber are cut and sold, they are marketed under fictitious names, such as Washington pine, Alaska pine, and gray fir, for under its own name the western hemlock has even now no market standing. Yet the results of tests already show that, though it is not so strong or serviceable as red fir or long-leaf pine, its structural value compares favorably with that of loblolly or Virginia pine, and that it therefore deserves to be marketed on its merits. The effect of publishing reliable information in regard to the mechanical properties of this timber by the Forest Service will be to encourage its legitimate use and to remove existing prejudices against it.

During the Lewis and Clark Centennial Exposition at Portland, Oreg., a testing station was operated in connection with the forest exhibit of the government, and tests of structural timbers of large sizes were made daily. At the close of the exposition the machine was reinstalled at Eugene, Oreg., where the University of Oregon has equipped a testing plant especially to cooperate with the Forest Service in this work, and special investigations to determine the effect of knots on the strength of red fir are being carried on. At Seattle, Wash., the State University has also completed a testing laboratory, which will be operated by the Forest Service in cooperation with the university. Here investigations of western hemlock will be conducted along the lines followed with red fir at the University of Oregon.

About a year ago the Forest Ser-

vice issued a circular, "Progress Report on the Strength of Structural Timber," which gave the partial results of the tests of Pacific coast timbers and which has been expanded by the requests made for an indication of the practical interest of the studies. A revised edition is now in preparation.

EARNED THE REWARD

Carnegie Hero Fund Commission Does Something at Last

Capt. Mark Casto of the fishing schooner Alberta and his crew of six men, who on Jan. 11 in a fierce gale rescued the crew of forty-two and ten passengers from the Clyde liner Cherokee, which ran aground on Brigantine Shoals near Atlantic City, N. J., while on the way from San Domingo to New York, were on Wednesday made beneficiaries of the Carnegie hero fund. Besides medals to the captain and crew, a sum aggregating \$9500 is awarded.

This is the quickest action taken by the Carnegie hero fund commission since its inception.

Captain Casto, besides receiving a gold medal, is awarded \$1500, so much of it as may be necessary to be used for the purpose of liquidating the mortgage on his property at Pleasantville, N. Y. Five thousand dollars is to be set aside as a special fund, from which the executive committee shall pay such amounts as they approve from time to time for the education of Mark Jacob Casto, the nine-year-old son of Captain Casto.

The crew, who are Nels Gregoson, Frederick Bouchie, Marcus Nelsen, Joseph M. Shute, Axel Holm and Leads J. Johnson, besides receiving a silver medal each, are each awarded \$500, such sum to be placed to the credit of each, as a savings fund, in trust, for two years from the date of award, the income to be paid semi-annually to the beneficiary until the expiration of the trust, and then the principal to be paid in full.

A further resolution was passed expressing high appreciation of the bravery and devotion to duty shown in connection with the wreck of the Cherokee on Jan. 12, 13 and 14, 1906, by the members of the United States life-saving crews of north and south Brigantine stations.

MEMBERS OF SULLY COMPANY

Had Exciting Experiences Off Stage At Rockland

Members of Daniel Sully's theatrical company which plays at Music Hall tonight had their share of exciting experiences off the stage at Rockland Tuesday afternoon.

Equipped with skates, every member of the company headed for Chickawaukie lake in that city early in the afternoon, and spent several hours on the runners.

Mrs. Daniel Bruce, whose stage name is Ethel Lamb, proved the most expert woman skater, but she acme to grief when she essayed to use the skate's sail with which the natives do dizzy stunts.

Coming down the pond at the rate of nearly a mile a minute, one of Mrs. Bruce's skates was unfastened and she fell with great violence. With blood streaming from a deep gash over the eye, and from a lacerated upper lip, she was taken to the Knox hospital, where a surgeon took numerous stitches.

Meanwhile the leading lady, Mary Holmes, skated into thin ice and received a thorough drenching. She was rescued by some of the actors and taken back to the hotel in a grocery wagon.

Thanks to modern makeup skill, Mrs. Bruce was able to appear on the stage last night at Biddeford, but her features will be somewhat disfigured for some time.

SUBMARINE MINES

Plans for Them for This Harbor to be Made

Lieut. Col. Arthur Murry, of the artillery corps, will come to Portsmouth soon, where he will confer with Lieut. Lomax, commanding the defense districts in Portsmouth harbor, and the inspector of this light-house district for the purpose of preparing, with the advice and assistance of those officials in charge, projects for submarine mine defense. His trip will include every important harbor of the country.

THE RYE SISTERS

Entertained Gilman Marston Command And Ladies' Auxiliary

The Rye sisters of Harriet P. Dame W. V. R. U., No. 2, entertained the Portsmouth members, and Gen. Gilman Marston Command, U. V. U., on Tuesday evening in Rye Town Hall.

Those in charge of the affair were Mesdames Rand Walker, Randall Clough, Moulton and Odierne.

ARNFOLD AN ARROW CUPRO-CLAY QUARTER SIZE. 15 cents each, 2 for a quarter. CLUETT, PEABODY & CO. Makers of Cluett and Arrow Brand.

LOW RATES to the Pacific Coast via the UNION PACIFIC

From Feb. 15th to April 7th 1906, reduced rates will be in effect from Chicago to Principal points in Utah, Montana, Idaho, Oregon, Washington, Nevada and California.

\$33.00

(San Francisco, Cal., Los Angeles, Calif., Portland, Oregon, and corresponding low rates to other points. Reductions from the East:

The New Fast Train, "THE LOS ANGELES LIMITED"

has Electric Lighted Tourist Sleeper without change, Chicago to Los Angeles, Calif., via Union Pacific and the New SALT LAKE ROUTE. Four days from New England.

For full information, folders, etc., address: W. MASSEY, N. E. F. & P. A., Union Pacific Railroad Co., 176 Washington Street, Boston, Mass.

How's Your Stomach?

F. B. Coleman Has A Remedy Which He Guarantees To Cure The Worst Case Of Stomach Troubles.

We wish to tell the readers of this paper about a remedy which is a marvel in medicine. It cures the worst cases of stomach troubles, from the acute attack of indigestion to Chronic Dyspepsia. This remedy is known as **Alberts Little Dinner Pill**, being the prescription of Dr. Hutchinson, the noted specialist of London and Brighton, England, who, previous to his decease had built up a remarkable practice as a specialist in diseases of the stomach. Dr. Hutchinson claimed that his success was due to the use of this pill, and since its introduction to the American Continent it has performed many wonderful cures. Mr. J. H. Lombard, Casco, Me., writes: "I am now past 61 years of age and have had stomach trouble practically all my life. I sent and got a sample package of Alberts Little Dinner Pill, thinking that it would turn out to be one more disappointment, but from the first dose I found relief and can say that I am now better than ever before in my life. It is a wonderful cure for Dyspepsia and I heartily recommend it to all sufferers from stomach troubles." Alberts Little Dinner Pill contains no Pharmacy, Acid, Alkali, Ginger, Pepsin, Pancreatin, Soda, Morphine or any preparation of Opium, or in fact any of the ingredients usually found in so-called Dyspepsia cures. It cures by removing the cause and makes the worst cases well, but is guaranteed to bring the price down to 25 cents per package. Samples free. Address: Alberts Chemical Co., Boston, Mass. Sold and guaranteed by F. B. Coleman, 61 Congress St.

Horse Shoeing

CARRIAGE WORK AND BLACKSMITHING.

If your horse is not going right come and see us. We charge nothing for examination and consultation. If you want your carriages or carts repaired, or new ones made, we will give you the benefit of our 45 years' experience in this business without expense.

Sign Hanging and General Job Work Attended To. Satisfaction Guaranteed.

IRA C. SEYMOUR.

21-2 Linden St.

BOOKBINDING

Of Every Description.

Plan: Books Made to Order

J. D. RANDALL Over Pay's Store, Portsmouth, N. H.



Established Sept. 23, 1894.

Published every evening, Sundays and holidays excepted.

Terms, \$4.00 a year, when paid in advance, 50 cents a month, 3 cents per copy, delivered in any part of the city or sent by mail.

Advertising rates reasonable and made known upon application.

Communications should be addressed

F. W. Hartford, Editor.

HERALD PUBLISHING CO., PUBLISHERS.

Portsmouth, N. H.

Telephone 37-2.

Entered at the Portsmouth, N. H. Postoffice as second class mail matter.

## For Portsmouth and Portsmouth's Interests.

You want local news? Read The Herald. More local news than all other local dailies combined. Try it.

THURSDAY, FEB. 1, 1906.

### AMERICA NEEDS NO LESSONS.

The overwhelming victory of the Liberal party in Great Britain is proof enough that the British people do not like the policy of protection. They are as heartily in favor of free trade today as they were in the days of Cobden. They have practically destroyed the great Unionist party and made it necessary for those who oppose the policies of the Liberals to seek new ground.

Home rule has long been advocated by the Liberal party, but no one really believes that its triumph will result in anything like actual home rule for Ireland. The campaign just ended was fought on the questions of free trade and protection and it was as free traders that the Liberal candidates were elected.

The action of Great Britain has been brought forward in support of the arguments of the American free traders. It has been said that the United States is clinging to a medieval policy, one that the enlightened nations of the world are discarding. If we wish to keep up with the procession we must follow England's lead and destroy every vestige of the tariff wall behind which American industries have been built up.

Perhaps our tariff does need reforming, but there is no reason that the rational supporter of protection can see why America should do as Great Britain has done. For something more than 125 years we have been doing many things that Great Britain has not felt inclined to do and in that comparatively short period we have outstripped the mother country in the race for the goals of material prosperity and wealth.

Free trade may be best for Great Britain. It is a manufacturing but not a producing country and must receive its raw materials from beyond its own borders. Until within a few years, no other nation could even hope to compete with Great Britain in manufacturing and free trade was beyond every question much to that country's advantage. The dangerous competition of the United States and Germany has lately led to the agitation for a protective tariff. In time, that competition may force the abandonment of the traditional British policy.

Meanwhile, it seems to be a reasonable proposition that America needs no lessons from England in this particular matter.

### BIRDS' EYE VIEWS

The poet's "fringes of the pines," They are as naught to those We sadly contemplate upon The borders of our clothes!

Six years ago they were calling him "million-dollar Schwab."

The friends of George Ade are booming him for Congress. Is that a joke?

It looks as if H. M. S. Pinafore would live at least as long as the historic "Victory."

Berl-berl is reported on one of the tugs towing the dry dock Dewey. Better bury the Berl-berl at sea.

Maine electric railways seem to be

all the time changing hands, but most of them are paying crackerjack dividends.

Isn't it strange that all the world's great happenings are forecasted by seers who aren't heard from until afterwards?

An effort is being made to make France and Germany bury their differences. It will never be successful while Alsace and Lorraine are on the map.

Wrecks and collisions of great steamships have made a gruesome record for January, but it is only another demonstration that the world "do move."

The Chinese drapers' guild has boycotted American cloth. We believe it was our gentlemen of the cloth against whom the Boxers had their uprising.

The Boston police are still insisting that the West End "doctors" must go. A little while ago the Boston police were busy demonstrating that these dens were all closed.

A Californian visitor to Boston praises the Filipinos. That is nothing, however, as some who have seen them praise them. It is a fact that few of those who have come in to contact with the inferior races do have much praise for them.

### OUR EXCHANGES

#### Littleness

Little bit o' sunshine;  
Little bit o' cloud;  
Little bit o' solitude,  
Or laughing in a crowd,  
Little bit o' sighin',  
Little bit o' song,  
But, somehow or another,  
We are bound to get along.

#### Little bit o' money.

If your lucky now an' then;  
A little time to spend it,  
Until Father Time says "When!"  
A little bit o' hopin',  
Our feelin's to exalt;  
It's all so little, what's the use  
Of findin' any fault?

—Washington Star.

#### Protecting Wrong Family

The man who took life insurance in some companies finds that he assisted in providing liberally for the wives and children of the directors.—Washington Star.

#### They Must Be Good Men

Fifty Rough Riders have applied for pensions. The balance are holding federal office.—Houston Post.

#### The Yellow Idea

The Chinese idea of the "open door" seems to be a door through which to chuck out American goods.—Nashville Banner.

#### That Wouldn't Be Convincing

Nothing short of a series of Panama views given by a man with a moving picture machine will convince some people that the digging of the canal is actually under way.—Chicago Tribune.

#### Paid For Them Himself

Although President Roosevelt paid \$150 apiece for a couple of bulldogs, there seems to be no immediate desire to mutualize or investigate the White House.—New York Mail.

#### The Difference

According to a Boston parson, "a man who is happily married can save \$2 for every dollar he saved while single." The man who is unhappily married has to spend the extra dollar in drowning his woes, we presume.—Chicago Journal.

### HAMPTON FALLS MAN IN NEW-BURYPORT RUNAWAY

There was an exciting runaway on High street, Newburyport, Monday noon. Mr. and Mrs. Albert Young of Hampton Falls had come to sell rush mats and they had a horse owned by Charles Gove of Hampton Falls. They had reached a place on High street near the Boston and Maine tunnel and Mr. Young had gone into a house leaving his wife in the wagon. Just at this time a train passed through the tunnel, frightened the horse and causing it to dash madly to one side. The wagon struck a pole and Mrs. Young was thrown out. She was considerably bruised, but not dangerously injured. After a short rest in the house of Mrs. Clara H. Hunt, she was able to leave for home. The horse was caught and taken to a stable. The wagon was somewhat damaged and the harness was broken.

"My child was burned terribly about the face, neck and chest. I applied Dr. Thomas' Electric Oil. The pain ceased and the child sank into a restful sleep."—Mrs. Nancy M. Hanson, Hamburg, N. Y.

## THE IDLE OBSERVER

The dispatches the other day told us that the Constitution is not the only famous ship of the wooden navy still in existence. Her sister ship the Constellation is another eagle of the sea that has not yet fallen a victim to the harpies of the shore. So far as I know, the destruction of the Constellation has never even been contemplated.

The fame of the Constellation was won in a war that was really not a war. That is to say, the achievements of the gallant old frigate undoubtedly prevented what might have been a long and bloody conflict with France under the directorate. Before war had fairly begun, indeed before any formal declaration had been made the Constellation had convinced the French government that it might be well to avoid further trouble with the infant American republic.

Two of the finest ships of the French navy, L'Insurgente and La Vengeance, were encountered by the Constellation and both defeated in action. L'Insurgente was captured, but La Vengeance was enabled to escape by an injury to one of the masts of the American ship. The total loss on board La Vengeance was 160 men while the American loss was but thirty-seven. Both the French ships carried more guns and men than the Constellation. The American commander in these engagements was Commodore Truxtun.

Portsmouth has several times seen the Constellation. Long after the Constitution had been declared unfit for service, the Constellation was used as a school ship and I remember seeing her at anchor in the lower harbor nearly nineteen years ago. Whether she has since visited Portsmouth I do not know.

The recollection of the visit of the Constellation recalls to mind the fact that the first time I ever saw Portsmouth harbor the old frigate Kearsarge was there at anchor. This, if memory serves, was late in the autumn of 1886. I was a very small boy, but I can remember distinctly the awe with which I gazed upon the famous ship, for the story of its great fight with the Alabama was then new to me and I could hardly realize that I had been allowed to see a frigate which had helped to make American naval history.

I picked up an old, long neglected book the other day, a volume devoted to sketches of dramatic incidents in the history of the United States. It was copyrighted in 1858, so that its history is all ancient, as history goes in this land of ours. The first paragraph of one chapter caught my eye at once. It was as follows: "On the first of September, 1813, the brig Enterprise sailed from Portsmouth on a cruise and on the third day out discovered and chased a schooner into Portland, where she gained intelligence of several privateers being off Manhattan and immediately stood for that place."

The historian goes on to relate how the British gun-brig Boxer had been fitted up at St. John's, New Brunswick for the purpose of fighting the Enterprise. The two brigs met near Penguin Point on Sept. 5 and the story of the capture of the Boxer, the death of her commander, Capt. Blythe, followed, soon after the surrender of the British ship, by the death of Capt. Burrows of the Enterprise, is known to everyone. I had, however, entirely forgotten that the Enterprise sailed from Portsmouth on this memorable cruise.

The same book tells the story of the capture by the British of the frigate President, commanded by Commodore Stephen Decatur. The President was blockaded in the harbor of New York but it was intended to run her past the blockade, followed by the Hornet, Capt. Biddle, the Peacock, and the store ship Tom Bowline. The Hornet had previously entered New York harbor to join the President, passing the blockade without difficulty.

Unfortunately, in making her way out of the harbor, the President ran upon the bar through the carelessness of the pilot and remained there two hours. While bumping on the bar her ballast shifted and when she was finally floated by the rising tide "it was discovered that she had entirely lost her trib. The course of the wind forbidding her return to port, the Commodore determined nevertheless, upon running out to sea and did not doubt but she would soon recover that case in sailing for which she had long been celebrated."

This proved a false hope, however, and when at daylight the President fell in with five British ships, one of them, the Endymion Commodore Decatur found it impossible to escape.

The Endymion soon caught up with him and a fight lasting two hours ensued. The Endymion was at last beaten off and Decatur made another attempt to escape, but owing to the bad condition of his ship he was overhauled in about three hours by the whole British squadron. Realizing that to fight against such odds would be only needlessly sacrificing the lives of his men, the hero of Tripoli decided to surrender.

Decatur was taken on board the Endymion, but refused to give his sword to the commander of that frigate. He had surrendered he said to the squadron, declaring that the Endymion must have inevitably been captured had she engaged the President alone. Despite the justice of this assertion, it was persistently stated by the British that the Endymion had captured the President unaided. It is not likely, however, that even the British people were deceived by this claim. It is said that the President was lightened and moored alongside an old seventy-four gun frigate at Bermuda, the latter ship deeply laden, in order to give a false impression of the size of the President.

I have given you something of a history lesson, but I trust that it has not been wholly without local interest.

### TO TREE OWNERS

Appeal for War Against the Brown-Tail Moth

The Portsmouth Improvement Association has sent through the mails and otherwise to tree owners in this city, Rye, New Castle, Newington and adjacent town an appeal for prompt and energetic action against the brown-tail moth, as follows:

"During the last two years the brown-tail moth has rapidly increased in numbers within the boundaries of our towns, and its nests are more abundant this winter than ever before. Some trees are fairly covered with them, and as spring advances countless numbers of destructive and poisonous caterpillars will swarm over our trees and fences, devouring the foliage and scattering those minute barbed hairs which, wherever they alight upon the human skin, cause an intense irritation, exceeding that of poison ivy.

"It is not necessary at this late day to dwell upon these evils. We have already seen them in a limited degree. We shall deem them at their worst this coming summer unless tree owners will take immediate steps to destroy all nests of the brown-tail moth which they may find upon their premises. The only salvation from this pest lies in the careful examination by each property owner or tenant of all his trees and the cutting off and burning of every nest. The Portsmouth Improvement Association urges this as a public duty upon every owner of trees.

"In the past two years the association has expended about \$100 annually in employing boys to destroy these nests. It proposes to continue the work this year, but its means are very limited and it can do but little. To be wholly effective this important

## Bakers' Marks

There is a story of an old lady who made up a batch of mince and apple pies. Wishing to be able to distinguish one kind from the other she marked the mince pies T M for "the mince" and the apple pies T A for "tint mince."

The baker's marks on the ordinary run of bakery products are of little more value for purposes of identification than the marks on the old lady's pies.

But HERE is a trade mark that really identifies—that enables you to distinguish the world's best baking—the Biscuit, Crackers and Wafers made by the NATIONAL BISCUIT COMPANY. This trade mark, appearing in red and white on each end of a package guarantees the contents to be of highest quality—pure, clean and fresh. To learn something of what this trade mark means try a package of either of the products mentioned below.

### Lemon Snaps

An appetizing nibble with the flavor of the refreshing lemon. A revelation in modern baking.

### Butter Thin Biscuit

Unique little biscuit in much favor with those who want "something different."

### Graham Crackers

Possessing the rich, nutty flavor of graham flour—unlike any graham crackers you ever tasted.

NATIONAL BISCUIT COMPANY

## WANT ADS.

SUCH AS FOR SALE, WANTED, TO LET, LOST FOUND, ETC. . . .

One Cent a Word.

For Each Insertion.

3 LINES ONE WEEK 40 CENTS.

FOR SALE—Fine tone Mandolin and Bay State Guitar with Case (new). Will sell half price. Address Music, Chronicle. jan26,c,h,w

TO LET—A nice front room, heated, with bath connected. Inquire No. 23 Austin St. jan26,c,h,w

WANTED—Manager for branch office we wish to locate here in Portsmouth. Address with references, The Morris Wholesale House, Cincinnati, Ohio. jan26,c,h,w

WANTED—Ladies and gentlemen to take orders for new, original and very beautiful work. Good pay. Illustrated circular sent free. Wilson C. Jones, 214 Main Street, Brockton, Mass. jan26,c,h,w

WANTED—Men or women local representatives for a high class magazine. Large commissions. Cash prizes. Write J. N. Trainor, 20 East Washington Square, New York. N. Y. jan26,c,h,w

FOR SALE—A modern, up-to-date seashore cottage. One of the finest spots on the New Hampshire coast. Address "B," care Chronicle. jan26,c,h,w

FOR SALE—A room house and barn on Maplewood Ave. and Prospect St. Apply to C. E. Almy, 87 Market St. jan26,c,h,w

SAFE FOR SALE—A good safe which cost \$250.00 can be purchased at a bargain. Address G. W. D., Chronicle office. jan26,c,h,w

TO LET—House on Islington Street, vacant after Nov. 1st; furnace heat. Apply to Sugden Brothers, No. 3 Green Street. oct14,c,t

TO LET—10 room tenement cor. Cass and Islington Sts. Apply to C. E. Almy, 87 Market St. jan26,c,h,w

WHIST SCORE CARDS for sale at this office. sep19,c,h,t

PRINTING—Get estimates from the Chronicle on all kinds of work.

FOR SALE—Thoroughbred Boston Brindle Bull Dog, 3 years old, also Pup, 3 months. Great bargain. Address Kennel, Chronicle. jan26,c,h,w

PLACARDS—For Sale, To Let, Furnished Rooms To Let, etc., can be had at the Chronicle office.

WANTED—Live agents in every town in New Hampshire and Maine to represent the New Hampshire Gazette. Address this office. jan26,c,h,w

PIANO FOR SALE—Parlor Grand upright, only three years old; but little used. Owner leaving town reason for selling at very low figure. Call at once, Dr. Robinson, New Castle, N. H. jan26,c,h,w

TEN PACE BRICKLAYERS WANTED at F. S. Morley estate, Union Mill Road, Newburyport, Mass. Apply to Contractor on premises. jan26,c,h,w

WANTED—Heel shaver on McKay Machine also vampers on ladies work. Inland. feb1,c,h,w

## PROFESSIONAL CARDS

F. S. TOWLE, M. D.

Physician and Surgeon  
44 STATE ST., PORTSMOUTH, N. H.

Office Hours—From 9 a. m. to 6 p. m. and 7 to 9 p. m.

A. D. YORKE, M.D.

Physician and Surgeon,  
17 COURT ST.

OFFICE HOURS—From 9 a. m. to 6 p. m. and 7 to 9 p. m.

TELEPHONE 148-4

J. W. BARRETT,

Plumbing and Heating

Telephone Connection.

NO. 17 BOW ST.

1906 1906

FRANK J. BICKFORD,

WALL PAPERS

ROOM-MOULDINGS

65 CONGRESS ST.

1906 1906

George A. Jackson

CARPENTER

AND BUILDER

No. 6 Dearborn Street

Jobbing of all kinds promptly attended to.

W. J. MANSON,

CARPENTER AND BUILDER.

JOBGING OF ALL KINDS

PROMPTLY ATTENDED

Address Cor. Daniel and Barrett St.

Granite State Fire

Insurance Co.

Or Portsmouth, N. H.

Paid-Up Capital, \$200,000

### OFFICERS

CALVIN PAGE, President.

J. ALBERT WALKER, Vice-President.

ALFRED F. HOWARD, Secretary.

JOHN W. EMERY, Asst. Secretary.

ALBERT WALLACE, JOSEPH

HOBBS, Executive Committee.

H. W. NICKERSON

LICENSED EMBALMER

— 275 —

FUNERAL DIRECTOR,

8 Daniel Street, Portsmouth

Calls by night at residence, 6 Miller avenue, or 11 Datas street will receive prompt attention.

Telephone at office and residence.

HARRY M. TUCKER

INSURANCE.

38 Middle St.

FOR SALE—Farm, 20 acres, will keep 4 cows and horse; 6 room house, clsters, never failing well, barn 34x36 shed 21x36.

Grand Union Hotel

Rooms From \$1.00 Per Day Up

Opposite Grand Central Station

New York

BAGGAGE FREE




**BORDEN'S EAGLE**



**EAGLE**  
**BRAND CONDENSED**  
**MILK**  
 BORDEN'S CONDENSED MILK CO. N.Y.

HAS NO EQUAL

THE VICTOR TALKING MACHINE



"HIS MASTER'S VOICE"

**IS WITHOUT A PEER.**

It reproduces the voices of the world's greatest singers faultlessly. Come into THE UP-TO-DATE STORE and hear the great Tenor, CARUSO, and be convinced that all talking machines are not mechanical toys. **Get New Records every month.**

**Canney's, 67 Congress St.**

**SO FAR**

Not a single competitor has been able to produce even an inferior Ale to put on the market as a substitute for our

**Lively Ale**

Perfection in brewing that has not been attained by any other Brewery makes this Ale so popular.

**The Frank Jones Brewing Co. Ltd.**  
**Brewers of the Famous Frank Jones Portsmouth Ales.**

**COMMERCIAL CLUB WHISKEY.**

---

**A Pure Beverage, Especially Adapted For  
Sickness. All First-class Dealers Keep It.**

---

**BOTTLED BY EUGENE LYNCH, BOSTON, MASS.**  
**Thomas Loughlin Islington Street**  
**AGENT FOR PORTSMOUTH.**

---

**Wood Letters, Scrolls and Ornaments for Signs  
a Specialty.**  
**Plate Rail with Brackets and Combination**  
**Plate Rail and Picture Moulding**  
**Picture Mouldings to Match all Papers.**

---


**GARDNER V. URCH**  
**No. 23 Hanover Street.**  
**Residence Telephone 52-5.**

---

**D. P. PENDEXTER,**  
**Carpenter And Builder**

**Carpenter And Builder**  
CARRIAGE AND SLEIGH REPAIRING IN ALL ITS BRANCHES  
JOBGING A SPECIALTY. ESTIMATES AND PLANS FURNISHED.  
**D. P. Pendexter, - - - 13 Hanover St**

---



Trade "Good Morning Call" Mark

10c TABLETS 25c

**GENTLEST LAXATIVE EXISTENT**

"They take away that tired feeling, rejuvenate the organic system and prolong life's pleasures"

*Constipation and Liver Complaint, Dyspepsia and Sick Headache yield promptly to treatment by the "Good Morning Call" Tablets*

For sale by our "Registered Retail Contract Agents," or mailed by the  
**"GOOD MORNING CALL" COMPANY, Haverhill, Massachusetts**







# Boston & Maine R. R.

## WINTER ARRANGEMENT.

### EASTERN DIVISION.

#### Trains Leave Portsmouth

For Boston—3.25, 7.20, 8.15, 10.53 a. m., 2.21, 5.00, 7.28 p. m. Sunday 3.25, 8.00 a. m., 2.21, 5.00 p. m.  
For Portland—9.55, 10.45 a. m., 2.55, 5.22, 8.45, 11.35 p. m. Sunday 10.05, 10.45 a. m., 8.45, 11.35 p. m.

For Wells Beach—9.55 a. m., 2.55, 5.22 p. m. Sunday 10.05 a. m.

For Old Orchard and Portland—9.55 a. m., 2.55, 5.22 p. m. Sunday 10.05 a. m.

For North Conway—9.55 a. m., 2.55 p. m.

For Somersworth—9.55, 9.45, 9.55 a. m., 2.40, 2.55, 5.22, 5.30 p. m.

For Rockport—9.45, 9.55 a. m., 2.55, 5.22, 5.30 p. m.

For Dover—4.50, 5.45, 12.15 a. m., 2.50, 5.22, 8.47 p. m. Sunday 10.05, 10.45 a. m., 8.47 p. m.

For North Hampton and Hampton—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Greenland—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

For Portsmouth—7.20, 8.15, 10.53 a. m., 5.00 p. m. Sunday 8.00 a. m., 5.00 p. m.

# Portsmouth Electric Railway.

## Time-Table in Effect Daily, Commencing Sept. 11, 1905.

### Main Line.

Leave Market Square for Rye Beach and Little Bear's Head at 7.05 a. m., and hourly until 7.05 p. m.

For Cable Road only at 7.50 a. m., 8.50 a. m., and 10.05 p. m.

For Little Bear's Head only at 8.05 p. m. and 9.05 p. m. The 10.05 a. m., 1.05 p. m., 4.05, 5.05, 7.05, 8.05 and 9.05 p. m. cars make close connection for North Hampton.

On Theatre Nights 10.05 p. m. car waits until close of performance.

Returning—Leave Junction with E. H. & A. St. Ry. at 8.05 a. m. and hourly until 3.05 p. m.

Leave Cable Road at 8.10 a. m., 7.30 a. m. and 10.40 p. m. Leave Little Bear's Head 9.10 p. m. and 10.10 p. m. Leave Sagamore Hill, Sundays only, for Market Sq. at 10.23 a. m.

Plains Loop.

Up Middle Street and up Islington street—Leave Market Square at 6.35 a. m., 7.05 a. m., and half hourly until 10.05 p. m., and a 10.35 and 11.05 p. m. Up Middle street only at 10.35 p. m. Sundays.

Last cars each night run to car barn only.

Running time to Plains, 13 minutes.

Christian Shore Loop.

Up Islington Street and Down Market Street—Leave Market Square at 6.35 a. m., 7.05 a. m., and half hourly until 10.05 p. m., and a 10.35 and 11.05 p. m.

Running time from Market Square to B. & M. Station is, up Islington street, 15 minutes; and down Market street, 4 minutes.

Last cars at night run to car barn only.

North Hampton Line—Week Days.

Leave North Hampton Station for Little Bear's Head, Rye Beach and Cable Road at 7.30 a. m., 8.30 a. m., 9.30, 11.00, 11.55 a. m., 2.20 p. m., 5.05 and 6.25 p. m. Connecting with 5.25 a. m., 10.58, 11.5 a. m., 2.20 p. m., 6.00 and 6.21 p. m. trains from Boston.

Returning—Leave Portsmouth at 6. a. m.

Leave Cable Road 7.00 a. m., 8.30 a. m., 10.30, 11.30 a. m., 12.30 p. m., 3.00, 5.45, 7.05 p. m. Connecting with 7.41 a. m., 8.30, 11.19 a. m., and 2.35 p. m. trains for Boston.

Leave North Hampton Station for Little Bear's Head only 11.00 p. m., 11.00, 11.30, 7.35, 8.02, 8.02 and 10.02 p. m.

Returning—Leave Little Bear's Head at 1.55 p. m., 2.15, 4.45, 7.50, 8.50 and 9.50 p. m.

Sundays.

Leave North Hampton Station for Little Bear's Head only 9.00 a. m. and hourly until 10.00 p. m.

Returning—Leave Little Bear's Head at 8.45 a. m. and hourly until 9.45 p. m.

All trips on Sundays connect with Main line cars at Little Bear's Head.

\*Omitted Sundays.

\*\*Omitted Sundays and Holidays.

xMake close connections for Portsmouth.

\*Saturdays only.

D. J. FLANDERS.

Gen'l Pass' and Ticket Agent.

WINSLOW T. PERKINS.

Superintendent.

## U. S. Navy Yard Ferry

### TIME TABLE.

October 1 Until March 31.

Leaves Navy Yard—6.20, 8.40, 9.15, 10.00, 10.30, 11.15, 11.45 a. m.; 1.35, 2.00, 3.00, 4.00, 4.35, 5.00, 5.50, 7.45 p. m. Sundays, 10.00, 10.15 a. m.; 12.15, 12.35 p. m.

Holidays, 9.30, 10.30, 11.30 a. m.

Leaves Portsmouth—8.30, 8.50, 9.30, 10.15, 11.00, 11.30 a. m.; 12.15, 1.45, 2.30, 3.30, 4.23, 4.45, 5.30, 6.00, 10.00 p. m. Sundays, 10.00 a. m.; 12.05, 12.25, 12.45 p. m.

Holidays, 10.00, 11.00 a. m.; 12.00 p. m.

\*Wednesdays and Saturdays.

PERRY GARST.

Captain, U. S. N. Captain of the Yard.

Approved: W. W. MEAD.

Captain, U. S. N., Commandant.

# TIME TABLE

## Portsmouth, Dover & York St. Ry.

### In Effect Sept. 18, 1905.

Ferry leaves Portsmouth, connecting with cars:

For Elliot, Dover and South Berwick—6.55 a. m. and hourly until 9.55 p. m. Sundays—First trip at 7.55 a. m.

For Kittery and Kittery Point—6.25, 6.55 a. m. and half hourly until 10.55 p. m. Sundays—First trip at 7.55 a. m.

For York Village, York Harbor and York Beach, via P. K. & Y. Div.—6.55 a. m., and every two hours until 4.55 p. m. Sundays—First trip at 8.55 a. m.

For York Village, York Harbor and York Beach, via Elliot and Rosemary—7.55 p. m., and every two hours until 9.55 p. m. Sundays—First trip at 7.55 a. m.

Cars leave Dover:

For York Beach—8.05 a. m. and every two hours until 10.05 p. m. Sundays—First trip at 8.05 a. m.

For Portsmouth Elliot and Kittery—6.05 a. m. and hourly until 10.05 p. m. Sundays—First trip at 8.05 a. m.

For Salmon Falls Bridge, South Berwick—6.30 a. m. and hourly until 10.30 p. m. Sundays—First trip at 8.30 a. m.

Leave Salmon Falls Bridge, South Berwick:

For Dover and Portsmouth—6.00 a. m. and hourly until 10.00 p. m. Sundays—First trip at 8.00 a. m.

For York—8.00 a. m. and every two hours until 10.00 p. m. Sundays—First trip at 8.00 a. m.

Leave York Beach:

For Dover and Salmon Falls Bridge, South Berwick—7.30, 9.30 a. m. and every two hours until 9.30 p. m. Sundays—First trip at 9.30 a. m.

For Portsmouth, via P. K. & Y. Div.—5.45, 6.30, 8.30 a. m. and every two hours until 4.30 p. m. Sundays—First trip at 3.30 a. m.

For Portsmouth, via Rosemary and Elliot—7.30, 9.30 a. m. and every two hours until 9.30 p. m. Sundays—First trip at 9.30 a. m.

Leave Sea Point:

For Portsmouth—6.00 a. m. and half hourly until 10.30 p. m. Sundays—First trip at 7.30 a. m.

Leave Rosemary Cottage:

For Portsmouth and Kittery—6.00, 6.30, 7.30 a. m. and hourly until 10.30 p. m. Sundays—First trip at 8.30 a. m.

Close connections can be made between Dover and York Beach via Elliot, Kittery and Kittery Point.

W. G. MELOON, Gen. Mgr.

Tel. Call—41-2, Portsmouth.

# SERVICE

If I could only serve him

How sweet this life would be!

Last night I dreamed my darling

A voice came to me

I brought him from the cupboard

He said to me to eat

The first of June

The first of June and the next

I said the song to the maid

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

He said to me to wait

# ANTHROPOMORPHIC

one of the principal in a pending divorce suit, and looked comfortingly at her.

"True," replied Miss Hett. "I shall have to impose upon you the kindness of a penny."

"Miss Hett's eyes said, 'Thank you, Miss President.' A neutral smile lit up her face."

"Another point: A woman may not always have a favorable opportunity to marry. I have observed that when she takes a lantern and goes looking for a man, he is about as easy to find as a political office."

"Do you refer to my candidacy for the office of mayor of Squantum?" asked Mrs. Alchitt. "It is well known among my friends that I have made no personal effort to secure the office; and although I didn't get it, I came next to it."

"Yes you got next by marrying the man who did get it," said Mrs. Van Bille. "That was your way of getting next."

"It was a very good way," remarked Mrs. Wells, who rarely opened her mouth except to make peace, and when she did so, invariably put her foot in it. "I should say it was a most ingenious way, and that Mr. Alchitt really didn't do nearly so well as did Mrs. Alchitt."

There were sundry nods and smiles, and a dubious expression on the countenance of Mrs. Alchitt.

"Why do women work for smaller salaries than men do?" queried Mrs. Thomas.

"Because they hate money," explained Miss Hett, and the suffragist made a pencil memorandum of the statement.

"They are not qualified for strikes and riots and they take what they can get because they have to have it," said Mrs. Alchitt.

"Because they have to have it," said Mrs. Alchitt.

"Because they have to have it," said Mrs. Alchitt.

"Because



NEW RISES ..... 6:50  
MOON SETS ..... 10:45 A. M.  
DUN SETS ..... 4:30 A. M.  
LENGTH OF DAY ..... 10:55

First Quarter, Feb. 1st, 7h. 31m., morning, E.  
Full Moon, Feb. 7th, 12h. 40m., morning, W.  
Last Quarter, Feb. 14th, 11h. 22m., evening, E.  
New Moon, Feb. 21st, 12h. 57m., morning, E.

THURSDAY, FEB. 1, 1906.

CITY BRIEFS.

Feb. 1.  
City meeting tonight.  
The iceman is unhappy.  
It was a snowless January.  
The big ponds are still clear of ice.  
One-twelfth of the new year is gone.

Amateur dramatics appear lively in Rye.  
The past has received one-twelfth of 1906.  
First class oranges cost thirty-five cents a dozen.

Farmers are telling tales of mid-winter plowing.  
Portsmouth is sure of a place in history, anyway.

This is a rather important month in the church calendar.  
Every day of the week is repeated four times in February.

Have your shoes repaired by John Mott, 34 Congress street.  
It is long since the secret societies have known so busy a winter.

Long handle tree pruners at Rider and Cotton's, 65 Market street.  
Damon Lodge, Knights of Pythias, is now on its thirty-sixth year.

The brown-tail moth is an enemy Portsmouth has learned to fear.  
See Daniel Sully in "The Matchmaker" at Music Hall this evening.

Conventions and meetings are held in this city with increasing frequency.  
The oldest inhabitant in 1906 will begin his story: "Now in the Winter of 1906—"

There is considerable interest manifested in the city meeting to be held this evening.  
According to reports of late, Kittery promises a family sensation before many days.

At Music Hall this evening: "Daniel Sully in 'The Matchmaker.'"  
Summer resort business men have already begun their preparations for the season of 1906.

The auction is not so popular in Rockingham as in the other counties of the Granite State.

The teachers' meeting in Trape Academy, Kittery, yesterday was one of the best of its kind.

At midnight on the last day of January there were exactly forty-eight days of winter remaining.

Do not miss the opportunity of seeing Daniel Sully in "The Matchmaker" at Music Hall this evening.

At its meeting this evening Portsmouth Lodge of Elks initiates, and has refreshments following an entertainment.

Professional basketball, Portsmouth vs. Nashua A. A. Saturday, Feb. 3, at Peirce Hall. Reserved seats on sale at Bass'.

Members of Company B are interested in the plan to form the New Hampshire National Guard into one regiment of twelve companies.

Secure your ticket early today for the appearance at Music Hall this evening of Daniel Sully in "The Matchmaker."

It is expected that if the committee on new rules of the city council reports this evening, that Mayor Marvin will appoint his committees.

Dust blowing in our streets and a grass fire in the fields seem to have taken the place of good skating and coasting for the month of January, 1906.

The Boston and Maine railroad is arranging for the building of a new bridge over the river on the Portsmouth and Dover branch just east of the Dover station.

Arrived for Arthur W. Walker—Barge Beverly from New York with 1617 tons of anthracite coal, and schooner Horace Macomber from Baltimore with 225 tons of bituminous coal.

Can't look well, eat well or feel well with impure blood feeding your body. Keep the blood pure with Burdock Blood Bitters. Eat simply, take exercise, keep clean and you will have long life.

A man by the name of Dyer, of Laconia, was here on Wednesday looking over the brown-tail moth situation. Mr. Dyer says the work here will be no easy job, and it will require some expert to effectually eradicate the pests. The Laconia man says he will put in a bid.

ANNUAL MEETING

Of Granite State Commandery  
Last Evening

TALK OF MAKING IT A BENEFIT ORGANIZATION

Granite State Commandery, No. 1, Uniform Rank, Knights of the Golden Eagle, met at the Castle rooms on Wednesday evening, choosing the following officers to receive commissions for the ensuing year:

Captain, Charles W. Hanscom;  
First Lieutenant, Frank H. Meloon;  
Second Lieutenant, Willis B. Matheson;  
Treasurer, George P. Knight;  
Secretary, Fred Heiser;  
First Sergeant, Charles Oliver;  
Second Sergeant, C. E. Russell, Jr.;  
Third Sergeant, Frank Nichols.

There is talk of making a benefit organization of the Commandery.

A VETERAN INDEED

Is Dover's Oldest Assessor

The following letter, dated Jan. 31 and received by Mr. Edward J. Moulton of this city, and which is more legibly written than the average "composition" of the High School pupil, explains itself:

Dover, N. H., Jan. 30, 1906.

Edward J. Moulton, Esq.

My Dear Sir:—I saw an item in the Boston Sunday Post that you had just celebrated your eighty-second birthday, and that you are a member of the board of assessors of the city of Portsmouth and now serving your third term, and are the oldest political office holder of that city and probably the oldest assessor in the state of New Hampshire; but my record beats that, for I was eighty-four the sixth of this month, was married sixty-three years ago yesterday, and have been a member of the board of assessors for twenty-five years and was reelected this fall for the next two years, so I think I am ahead of your record and I feel just as capable to do my work as I ever did. I walk these streets erect with a firm step, and my intellect I retain pretty well, but my hearing is bad; that is all the trouble I have. Now I intend to pay a visit to the board of assessors of Portsmouth this spring, and hope to make your acquaintance.

Very truly yours,

Nathaniel C. Hobbs,

28 Lexington St.,

Dover, N. H.

STREET RAILWAY MEN

Had a Good Time Among Themselves

Sixteen employees of the Portsmouth electric railway forgot all about rebates, nickels, etc., on Wednesday evening and made a trip for pleasure to the home of Motorman Herbert Philbrick on New Broad street, where they had a most enjoyable time. They played whist for prizes, and some good scores were made, Chester Marshall capturing the first prize and Forrest Fogg the second. The booby prize was handed to C. E. Woodsum, who says he will make good when they get together again, and will go into practice at once.

The party were treated to choice refreshments and listened to a fine musical program by the talented artists of the crew. The electric male quartet concluded the festivities by a selection from "Fares Please."

SOCIAL GATHERING

Of Knights of Columbus and Guests

Portsmouth Council, Knights of Columbus, entertained a large number of guests, including several ladies, at the rooms of the association on State street on Wednesday evening. The party was one of the most successful in a social way that has so far this season been given by that body of popular entertainers. The first part of the evening was devoted to whist, which was followed by a general social time, with refreshments and numerous other features of a minor nature which served to while the hours away in a pleasing and satisfactory manner.

AZIT ADAM CLUB

Most Agreeably Entertained by a Member

Miss Catherine O'Leary entertained the members of the Azit Adam Club at her home on Brewster street Wednesday evening, and the affair proved very enjoyable to every member of the club who was in attendance. From eight until half-past nine the

**THE EMERSON**  
is distinctly  
**A HOME PIANO**  
The makers of the EMERSON PIANO are not paying a single cent to professional pianists to exploit the merits of their goods. You can depend upon it that your money invested in an  
**EMERSON PIANO IS**  
money wisely invested, money that will return you the maximum rate of interest in delight and satisfaction to the user for practically a lifetime.  
The Emerson is EASY TO OWN because it is EASY TO BUY and EASY TO MAINTAIN.  
Ask about our Easy Payment Plan.  
**H. P. Montgomery,**  
Opposite Postoffice.

merry company enjoyed whist, and Miss Josie Lynes, who made an excellent score, was awarded the prize of a Honiton lace doiley. Miss Lena Kilroe was consoled with a pin tray. The hostess served choice refreshments of salad, chicken croquettes, harlequin ice cream, assorted cake, salted almonds, fruit, candy and chocolate.

A musical program is always a feature at the festivities of the club, and that of Wednesday evening was no exception. Miss Josie Lynes, with much expression and resonance, rendered "Rose of My Life," and Miss Nellie Keefe gave the vocal gem of the evening, Carter's "Leonie, Light of My Life." A selection, "The Incense of the Morning," by a female quartet ended one of the most pleasant gatherings of the club so far held since its formation.

POLICE COURT

Oscar Burke, charged with stealing twenty-five pounds of copper wire from the car sheds of the Portsmouth electric railway, pleaded guilty before Judge Simes this (Thursday) forenoon.

Foreman William Dowdell of the car sheds was present, and told the court that he caught the man trying to get in the back door, and when discovered he ran away. Dowdell gave chase and caught him and "he told me he needed money and was hard up."

Burke said he was there to steal copper, but did not get any on Wednesday. He told the court he took some a week ago and hid it on a dump, but it was again stolen from him.

Burke is apparently in hard circumstances, but, nevertheless, he has no license to steal. Judge Simes gave him sixty days in jail with costs of \$6.00.

HILL-STRONG

The marriage of Leon Hill and Martha Strong took place at Christ Church on Wednesday, the rector, Rev. C. LeV. Brine, officiating. The best man was Mr. Strong, and Virginia Washington was bridesmaid. The married couple are very popular, and have a host of friends who wish them every success and always smooth traveling in their journey through life.

OBSEQUES

The funeral of Mrs. Fannie A. Wilson was held from her home on High street at two o'clock this (Thursday) afternoon. Rev. Mr. Bragdon officiated, assisted by Rev. J. A. Goss of York. Interment was at Sagamore cemetery, under the direction of Undertaker H. W. Nickerson.

PERSONALS.

G. Ralph Lighton was in Boston yesterday.

Mrs. Benjamin Green passed yesterday in Boston.

Mrs. William E. Peirce is visiting relatives in Boston.

Stephen Decatur, Jr., late of the Naval academy has returned home.

Mrs. Thomas Tredeick is reported seriously ill at her home on Washington street.

Mrs. Frank English of Springfield, Mass., is the guest of relatives in Portsmouth.

Thomas G. Lester is to undergo an operation at the Massachusetts General Hospital.

Miss Gertrude Wayland of Maynard Mass., is the guest of friends in this city for two weeks.

Mrs. Sophia Guppy leaves today for Newport, this state, to pass several weeks with relatives.

Mrs. John E. Salter of Brooklyn, N. Y., is visiting her sister, Miss Elizabeth O. Shores of Richards avenue.

Henry C. Morrison, state superintendent of public instruction, visited the schools of Suncook on Tuesday.

Charles Marshall, a former machinist in the steam engineering department at the navy yard, has taken a position in Boston.

First Vice President Linehan of the New Hampshire Federation of Labor, and Park Mitchell of the civic board, were here today on their way from Dover to Exeter.

Rev. and Mrs. Frank H. Gardner entertained Rev. and Mrs. J. B. Fenwick of Rye, Rev. and Mrs. F. R. Champlin and Miss Edith L. Grace of Kittery Point, Wednesday evening, at their home on Broad street.

OBITUARY

Edwin Leighton

Edwin Leighton, a native of Elliot, died on Tuesday at his home in Rockport, Mass., aged seventy-nine years.

Miss Mary F. Shinnick

Miss Mary F. Shinnick died at her home on Hampton Falls road Tuesday evening of apoplexy, aged fifty-one years. She was born in Exeter and had passed nearly her entire life in that town. She had lived in Keene and Laconia as housekeeper for the late Rev. John Power, a former pastor of St. Michael's church. An estimable woman, she will be mourned by a large circle of relatives and friends. She leaves in Exeter a sister, Miss J. P. Dwyer, and in Boston a brother, William E. Shinnick.

There was a "hot time" in Kittery on Wednesday.

FOUND DEAD

Was supposed to Have Made His Escape

BUT WAS DROWNED IN THE DESPERATE ATTEMPT

V. Crosiar, a prisoner from the U. S. S. Southern who escaped on December 25, was found in the river today (Thursday) in a badly mutilated condition, in the back channel within one hundred and fifty yards of the ship that he left on that night.

He was no doubt drowned in his attempt to swim to the Kittery shore and could only be identified by his prisoner's suit.

Crosiar was nineteen years of age and said to have belonged in Ohio. His escape could never be understood by the guards and officials of the ship.

EXETER POULTRY SHOW

It Includes Exhibits From Many Of The County Towns

At the second annual exhibition of the Exeter poultry, pigeon and pet stock association which opened on Tuesday there were ninety-three paying exhibitions, and included in this representation were Greenland, Hampton Falls, Hampton and Stratham.

St. Albans, Vt., sent an exhibit.

It has been on a larger scale than last year, with double the number of coops, and all available space utilized. Last year's exhibition was practically a local affair.

GRADUATION DAY

Was Yesterday At Portsmouth Training School

The following young ladies graduated from the Portsmouth Training school on Wednesday and received diplomas:

Miss Lucy L. Holmes, Miss Ida I. Woods and Miss Mary B. Hoyt.

Miss Mary A. Quinn enters the Training school today.

FIRST CROCUSES

Are Reported In The Garden Of Thomas H. Rider

On Sunday, Jan. 21, there was picked at the residence of Thomas H. Rider on Mt. or avenue four branches in full bud from a lilac tree.

These are being carefully nurtured in the house with the hope that they will come to bloom.

Crocuses were up in the yard on the above date.

ANNUAL SUPPER

To Methodist Parish Given by Men of the Church

The gentlemen of the Methodist Church gave their annual supper to the parish on Wednesday evening in the vestry, and to a very large company. It was one of the most social and successful gatherings of the season for this people.

The table was bountifully supplied with these viands:

Fish Chowder

Baked Beans

Picadillo

Whole Wheat Bread

Assorted pies and cake

Tea

The patronage was so large that the tables had to be reset several times.

After this feast another was provided by the men, who gave a choice entertainment which embraced the following numbers:

Singing.

Prayer.

Vocal duet, Fred Robinson, J. T. Davis.

Baritone horn solo, Mr. Woodworth Reading.

Vocal solo, J. T. Davis.

Remarks, E. C. Langton of Littleton.

The committees in charge were as follows:

Supper—Charles R. Oxford, John Gerrish, A. M. Gardner, Almon Jenness, John Wiggins, J. M. Martin, Charles Winslow, Alfred Lang, Edward Small, Horace Pettigrew, C. M. Hayford, J. H. Grover, James Schur-

Going Out of Business This Week

5 and 10c Cigars 4 and 7c each  
Tobacco 35c Per Pound  
Pipes Below Cost.

**JOHN M. COLEMAN**  
73 Congress St., Portsmouth.

WE'RE CLEARING OUT ON  
**Men's Winter Suits and Overcoats**  
PREPARATORY TO RECEIVING OUR SPRING STOCK.  
WE'RE ASKING PRICES THAT MAKE IMPORTANT BARGAINS OF OUR SUITS AND OVERCOATS.

7.50 Suits now.....	5.75	8.00 Coats now.....	6.75
8.50 " " " " " "	7.75	10.00 " " " " " "	7.75
10.00 " " " " " "	7.75	12.50 " " " " " "	9.75
12.50 " " " " " "	8.75	15.00 " " " " " "	11.75
15.00 " " " " " "	11.75	16.50 " " " " " "	13.75
16.50 " " " " " "	13.75	20.00 " " " " " "	15.75
18.50 " " " " " "	15.75	22.50 " " " " " "	18.75
20.00 " " " " " "	18.75	25.00 " " " " " "	21.75

**F. W. LYDSTON & CO.**  
THE CLOTHIERS

**CHARLES J. WOOD.**

Mr. Wood is now occupying his new store, formerly the office of the Rockingham National Bank, Pleasant Street, where he has accommodations for his increasing business. The public is cordially invited to visit Mr. Wood at his new place of business and inspect his new line of cloths.

**CHARLES J. WOOD,**  
Custom Tailor, Pleasant Street.

**Chas. E. Almy.**

**INSURANCE.**  
Fire, Life, Accident,  
Fidelity Bonds, Boiler,  
Plate Glass, Health

**REAL ESTATE**  
For Sale  
To Let  
Houses, Tenements and Land.

**Chas. E. Almy,**  
87 Market Street.  
TELEPHONE 120.

**FIREMEN'S**  
**INSURANCE COMPANY**  
Of Newark, N. J.,  
Organized 1855  
Assets \$3,320,722  
Ilev & George Agents

**SATURDAY**  
We open up our new store—and besides the many bargains advertised we shall put on sale at exactly 9 o'clock in the morning  
Lot of Light, Medium and Dark  
**DRESS PRINTS**  
at per yard **3 1/2 C**  
P. S. We don't expect these to last all day—so to avoid disappointment, Come Early.  
**FOYE'S THE BUSY LITTLE STORE THAT GROWS MARKET SQUARE**